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# CITY OF SOUTH EL MONTE
# GENERAL PLAN 2000

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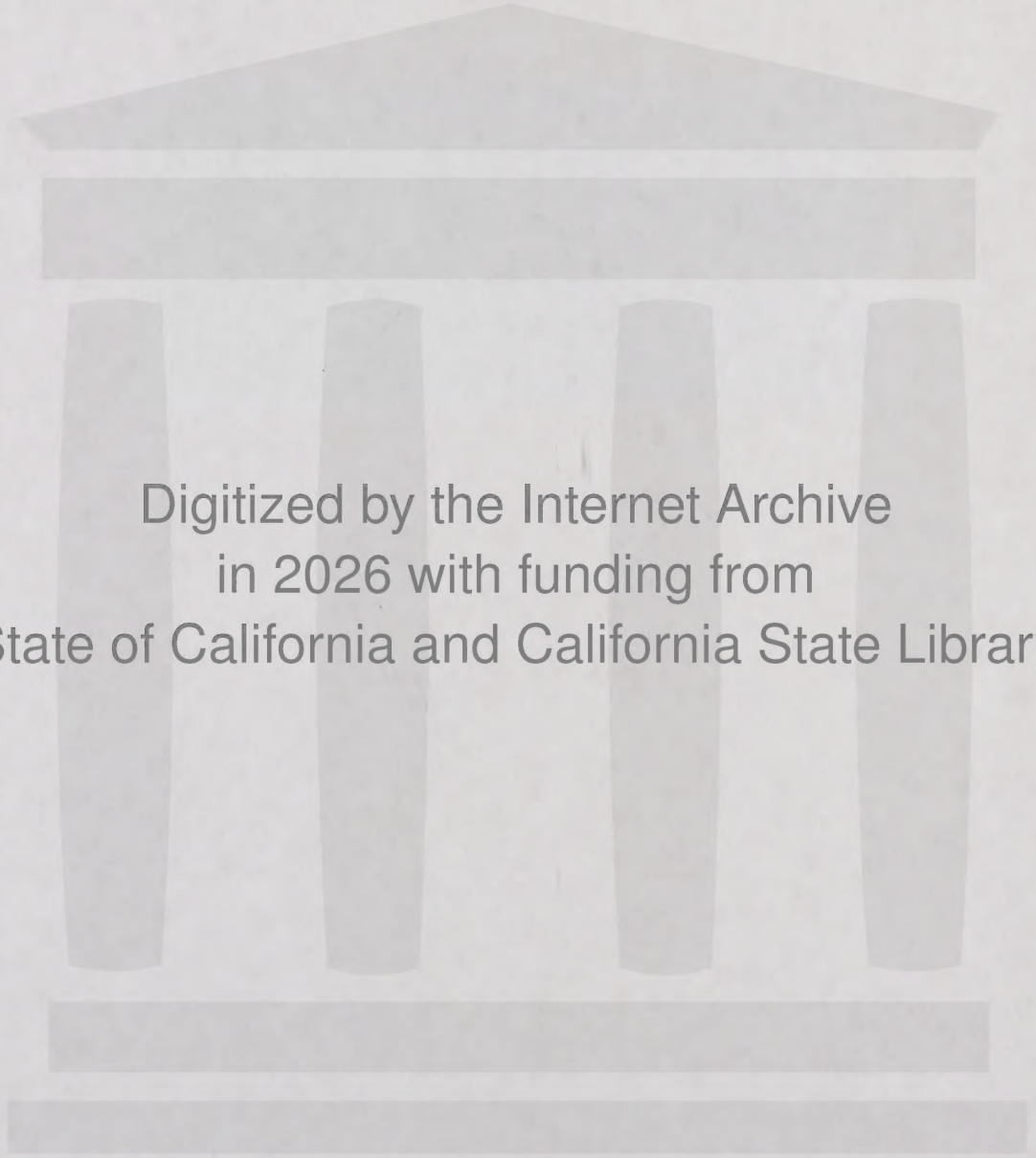
# CITY OF SOUTH EL MONTE
# GENERAL PLAN 2000



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# GENERAL PLAN 2000

Phase I ENVIRONMENTAL ELEMENTS

Adopted By:

Planning Commission: April 16, 1981
City Council: May 14, 1981

Phase II HOUSING ELEMENT

Adopted By:

Planning Commission: June 18, 1981
City Council: July 9, 1981

Phase III LAND USE AND CIRCULATION ELEMENTS

Adopted By:

Planning Commission: October 15, 1981
City Council: November 12, 1981

City of South El Monte
Planning Department

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Ignacio Gracia
Vice-Mayor

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Commissioner

Joe Jauregui
Commissioner

PLANNING DEPARTMENT

Nancy Owens
City Planner

Lynn M. Harris
Advance Planner

Susan Horack
Secretary/Aide

John W. Roberts
Graphics

SOUTH EL MONTE GENERAL PLAN 2000

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# INTRODUCTION

# SOUTH EL MONTE GENERAL PLAN 2000

# HOUSING ELEMENT UPDATE 1989

# SOUTH EL MONTE GENERAL PLAN 2000

## HOUSING ELEMENT UPDATE 1989

### Background

The South El Monte General Plan Housing Element was originally adopted by the City Council in 1981, and updated in 1984, as required by State Statute and in compliance with Article 10.6 of the Government Code. The 1989 update includes additional information and revisions as recommended by the Division of Housing Policy Development of the Department of Housing and Community Development. This supplemental information, in combination with the original 1981 element and 1984 update, make up the City's current Housing Element.

### Summary

The 1989 Housing Element addresses the issues required by law in addition to the items mentioned in a review of the 1984 Housing Element which was received in February, 1989. Every attempt has been made to create a Housing Element which meets the requirements of the Department of Housing and Community Development and at the same time is a document with practical application to the needs and realities of the residents of the City of South El Monte.

## POPULATION CHARACTERISTICS

| | 1980 Census | 1986 Test Census | % Change |
|---|---|---|---|
| Total Population | 16,623 | 17,986 | + 8.2 |
| White | 10,548 | 8,955 | - 15.0 |
| Black | 51 | 90 | + 76.5 |
| Asian/Pacific Isl. | 283 | 701 | +147.7 |
| American Indian/ Eskimo/Aleut | 130 | 83 | - 36.1 |
| Other | 5,611 | 8,157 | + 45.4 |
| Hispanic (Spanish Origin) | 12,927 | 14,491 | + 12.1 |

## FIVE YEAR NEW CONSTRUCTION NEEDS

(As determined by the Regional Housing Needs Assessment developed by the Southern California Association of Governments)

| Income Category | Construction Needs |
|---|---|
| Very Low (0-50% of median income) | 66 units |
| Other Lower (50%-80%) | 88 " |
| Moderate (80%-120%) | 111 " |
| Above Moderate (over 120%) | 187 " |
| TOTAL UNITS | 452 |

## Appropriateness of Goals

The Existing Need Chart in the 1988 Regional Housing Needs Assessment indicates that 746 households in South El Monte categorized as Very Low Income are overpaying for shelter in that they are paying in excess of 30% of their income for rent or mortgage payments. In fact, average rents in the San Gabriel Valley are lower than the Los Angeles County average. (Sept. 1988, 1 bedroom dwelling average. rent $494, 2 bedroom $632, 3 bedroom $757, info. from Brigitta Wamsher of Fair Housing Council of San Gabriel Valley).

The problem may be not that the people are paying too much, but that they are earning too little. Rather than address the problem of existing need by attempting to lower rents or housing costs in order to bring these costs within the 30% of income, a more realistic approach would be to find a way to increase the income of the residents.

A person living in South El Monte with a minimum wage job ($4.25 per hour) earns at most $8,840 per year (working 40 hours per week, 52 weeks per year.) If that person is living alone he is still well below (by 33%) the high end of the Very Low Income level for Los Angeles County, which is $13,400. If that person is the only source of income for a family he is further in the hole. In the case of a family of five, two working parents and three school-age children, if both parents are earning minimum wages, working 40 hours per week, 52 weeks per year, they are grossing $17,680, $3,000 below the Very Low Income level for a family of five.

If that family is paying $500 per month rent for a two bedroom dwelling, that rent equals 34% of their income. By SCAG standards they are overpaying, but $500 monthly is a moderate rent by South El Monte standards, and especially by Los Angeles County standards, which lists $656 as an acceptable rate (as per Dec. 21, 1987 Los Angeles Urban County Low and Moderate Income Affordable Rent Schedule.) A family of five would have to earn $26,240 annually in order to have $656 per month equal only 30% of their income. (To gross $26,240 annually, assuming both parents were earning the same salary, they would have to be making $6.31 per hour each and working 40 hours per week, 52 weeks per year, no holidays or vacations, which would be more than $2.00 per hour above minimum wage.) Earning $26,240 would promote them into the Lower Income category, still a distance from the Median.

One step which the City is considering is to provide job assistance through the Business Improvement District (Redevelopment Agency). Using the State Employment Development outstation which is already located in City Hall,

the City will encourage developers and business people who move into the community or who receive redevelopment benefits to hire South El Monte residents for their businesses. The EDD job placement specialist can guarantee to send job applicants who have been appropriately screened for ability and eligibility. This solves a number of problems by reducing traffic congestion and drive time, benefits employer and employee by reducing the problems of access for workers without private means of transportation which guarantees more consistent attendance. Fewer cars driving shorter distances obviously improve air quality, etc. And higher percentages of employed persons in the city enable larger numbers of people to pay appropriate percentages of their household income for housing costs.

The city has already spoken with representatives from EDD about developing a flier that can be given out to people requesting occupancy permits and business licenses, informing them of the job placement service in the city and encouraging them to hire residents.

Mixed Use

Mixed use zoning is not allowed in South El Monte's ordinance though mixed use is and always has been a reality in the city where some neighborhoods alternate between houses and small industries. The mix is considered undesirable, however, because of the nature of the industries which are located here. South El Monte's business directory lists 115 companies under the heading "Machine Shop Services". Additionally there are 50 manufacturers of metal products, 28 tool and die manufacturers, 41 metal treating services (buffing, plating, enameling, etc.), and hundreds of other small factories producing air craft parts, auto parts, construction products, electronic components, hardware, screws, print products, and plastics, plus 41 companies providing printing and graphics services.

These sorts of businesses tend to involve the use of dangerous chemicals and solvents, toxic metals and gases, and to create high volumes of noise in their operation. They do not meld naturally into a residential district providing the efficient give and take of space usage that mixed use zoning ideally seeks. South El Monte was an industrial center before it was a city, and the kinds of industry that have been established here are incompatible with the necessities of residential living.

However, should a developer propose a situation where commercial businesses might be intermixed with housing units, such as a development where small businesses occupied the ground floor of a building with apartments built on the second floor, the City Council may be willing to consider such a proposal.

## Mobile Home Parks

There are currently 514 mobile homes in South El Monte. Most of these are actually in trailer parks housing older, single wide coaches in varying states of repair. South El Monte's policy toward mobile home parks has been to encourage the maintenance of the parks by strict code enforcement. Additionally, the city has chosen to view trailer parks as mobile home parks and to require owners who propose to close such parks to observe the same rules of relocation as would owners of actual mobile home parks; that is, requiring owners to provide relocation assistance including financial aid.

South El Monte's zoning ordinance requires a minimum of five acres of land in order to build a mobile home park to ensure sufficient space between homes and adequate open communal areas. This is done not to discourage the development of new parks, but to preclude the creation of the kind of cramped, dismal parks that used to be common in this area and which in some cases still exist.

## Public Participation

Public participation has been encouraged in the development of the Housing Element. Press releases have appeared in the two local weekly publications which are delivered free to each household in town, in the local daily paper which is widely subscribed to, and in the city's newsletter which is mailed to every household in South El Monte every month. Additionally, notices in English and Spanish were posted at the Senior Citizens Center, the Community Center, the city-run daycare center, the city library, and at city hall. A public meeting was held to enable the members of the community to express their views regarding the needs they have, their ideas for improved housing conditions in the city, etc., and to inform them of the laws regarding the city's obligation to provide adequate, affordable housing.

## Promote Equal Housing Opportunity

As a community made up largely of ethnic minorities South El Monte feels a special responsibility to enforce laws that guarantee equal housing opportunities. The city sponsors the Fair Housing Council of the San Gabriel Valley (see attached pamphlet) and contracts with that agency to investigate complaints of housing discrimination, including illegal evictions and rent increases and discriminatory practices including disproportionate rents for non-English speaking persons.

Bilingual employees of the city's Human Services Department answer questions regarding landlord/tenant complaints and assist persons in filling out general denials and other forms to respond to unfair or retaliatory evictions. City staff refers people to the Fair Housing Council and also to local attorneys who have agreed to donate time to assist low income persons with legal questions and complaints.

The Fair Housing Council also operates a service which matches prospective tenants with landlords who have agreed to maintain reasonable monthly rents. The Fair Housing Council maintains a list of available units and attempts to match appropriate tenants and landlords.

## Special Housing Needs

### Senior Citizens

In an attempt to address the needs of the elderly the city is exploring the possibility of developing a senior citizens housing complex, possibly on a parcel re-zoned from commercial/manufacturing to multiple unit residential.

The 1986 census indicates that there are over 515 one-person households within the city. A large percentage of those people are senior citizens living in the houses they have owned for 30 years which were appropriate to their needs when their children were still living at home. In a city which claims only 4,778 housing units total, this means that fully 11% of the available, existing housing is seriously underused. Older persons living alone in single family houses are faced with excessive upkeep and energy (utilities) costs, as well as being isolated and vulnerable to unscrupulous repair persons and con artists who see the opportunity and take advantage. But these seniors are often healthy and enjoy their independence, and especially, they

desire to stay in their neighborhoods. South El Monte's Senior Citizens Center is frequented by dozens of people who meet the above description. They are stuck in their oversized accommodations because although their houses have appreciated greatly in value there is no nearby alternative housing that they might purchase.

The creation of a senior citizens complex would go a long way towards solving the problems these people face, and at the same time it would free up many larger homes for use by larger families. There were, at the time of the 1986 Test Census, over 1,400 people in South El Monte living in over-crowded dwellings having more than 1.01 persons per room.

South El Monte's elimination of restrictions against accessory housing or so called granny flats also offers the opportunity to expand the use of existing underused residences. The city allows construction of such units as long as they are attached to the existing house and the lot size is the minimum (5,000 sq. ft.). To date no such units have been built, but representatives of the city have met with staff members from other cities in the Los Angeles area to discuss the possibility of providing public seminars to educate homeowners as to what can and cannot be done in this area.

The benefits of such construction are well known: providing income for the resident which usually covers the cost of construction, lessening the sense of isolation felt by many who live alone and allowing people to stay in their homes longer than they might be able to if they were truly alone on their lots.

Farmworkers

South El Monte is not an agricultural community and therefore has no particular need to address housing for farmworkers apart from other low income residents.

Homeless

South El Monte, in cooperation with the adjacent City of El Monte, sponsors a private/non-profit charity organization which assists persons who are homeless or near-homeless. Last year (87/88), the El Monte/South El Monte Emergency Resources Association provided emergency lodgings for 96 South El Monte residents. The El Monte/South El Monte Emergency Resources Association (ERA), provides food, clothing and temporary shelter through the means of vouchers for motel rooms. In emergency cases where vouchers are not

available, South El Monte's Human Services Department seeks space in a shelter in a nearby community and provides transportation to those who require it.

The ERA is developing a program with El Monte to use some of that city's CDBG entitlement funds to provide last month's rent and funds for utilities deposits for persons and families who are able to afford monthly rents but do not have the resources to pay the costs of moving in. They also propose a one time only payment of rent to prevent homelessness in the case of people who have had a temporary spell of financial difficulty and are facing eviction for failure to pay rent. As a small urban city South El Monte does not receive the same block funding as the entitlement cities. However, the Planning Director, working with the ERA, is formulating a plan to allot a portion of South El Monte's CDBG budget for a like program to benefit South El Monte residents.

Female Heads of Household and Large Families

These groups have benefited from the City's Home Rehabilitation Loan Program funded by Community Development Block Grant monies. This ongoing program provides low interest loans to low and moderate income families to rehabilitate their sub-standard homes. Bedroom and bathroom additions made with funds borrowed at the low interest rate are an excellent solution to the problem of overcrowding for large families. Female heads of households, traditionally lower paid than their male counter parts and faced with the problems of being breadwinners and homemakers, benefit from these low interest loans. South El Monte's day care program which charges on a sliding scale based on the parent's ability to pay, is also beneficial to this group.

## Housing Programs

### Government Constraints

### Land Use

Approximately 51% of South El Monte's total area is zoned for residential usage; 41.3% single family and 10% multiple unit. The city's requirements for lot size and set backs are on the low end of the standard of the area. 5,000 is the minimum lot size for a single family dwelling (compared to 7,500 in

the city of Los Angeles), and the set backs for both single family residences and multiple unit projects are 20' front yard, 15' rear yard, and 5' sides. These are modest compared to Los Angeles and other nearby communities.

There is currently one seven acre parcel available for single family development. This parcel is in the process of being developed and will provide 52 new single family homes in the moderate and upper income range where South El Monte is the most deficient (RHNA projects the need for 111 moderate and 187 high income homes). Other single family homes may be built on an infill basis on the few empty lots that currently exist and where demolitions may take place.

Codes and Enforcement

South El Monte follows the Los Angeles County Building Code which is a modification of the Uniform Building Code. Enforcement is not excessively strict; the code enforcement officer makes citations when complaints are received at city hall. The main purpose of code enforcement is to prevent deterioration of existing dwellings by requiring reasonable maintenance standards, and to maintain neighborhood appearances. New buildings are required to meet minimum standards to ensure construction of structures that are safe and decent for occupancy.

On and off site improvement requirements are comparable to those in surrounding communities and do not create undue restrictions for builders.

The City's Zoning Ordinance has recently been amended to eliminate the Conditional Use Permit requirement for multiple unit developments which was contained in the previous Zoning Ordinance.

Fees and Exactions

South El Monte's fees for building permits are based on the type and quality of construction. For single family residences of good construction quality the rate is $55.50 per sq. ft. plus $ 20 per sq. ft. for garages.

In 1987 a 1% developers fee was imposed by the city. This was instituted to help offset the loss of income the city faced with the elimination of Federal Revenue Sharing. This fee helps to reimburse the city for non-building related costs such as planning, site plan reviews and plan checks, public works projects necessary to maintain the infrastructure, and code enforcement. There is also a school

district assessment of $1.50 per sq. ft.

Processing and Permit Procedures

The City attempts wherever possible to expedite processing of permits. The average time taken by the City is between three and six weeks, depending on the complexity of the project and assuming that there are no major problems with the plans. This is comparable to surrounding communities and does not represent a barrier to development.

Non-Governmental Constraints

Availability of Financing

Interest rates for developers in South El Monte are the same as in surrounding communities. Financing is available through several local lending institutions. The City contracts with one bank (the Bank of America in El Monte) to handle its CDBG monies, and that bank has expressed an interest in offering loans to persons whose income is too high for them to qualify for CDBG loans but who are still (relatively) low income. Such loans would allow these people to rehabilitate or make additions to their homes thereby improving their standard of living and the overall housing stock of the city.

Land Prices

Cost per unit under prevailing zoning- The prevailing zoning is no more stringent in South El Monte than in other San Gabriel Valley cities and in some cases is less restrictive. Land prices, however, have escalated alarmingly, which in themselves serve to hamper development of affordable housing of any kind.

Construction Costs

As has been previously stated, land costs in the Los Angeles area are at an all time high with no end in the foreseeable future. That fact is significant in South El Monte where there is no public land that could be sold at less than market rates to encourage development of low cost housing units. Privately held property naturally will be sold at current (high) rates.

The cost of site development, grading and walks, landscaping, etc. (on site development), and utilities hook ups, street improvement, sewers, sidewalks, parkways and trees (off site development) has also increased dramatically in the last few years.

Labor and materials costs have increased also, though less than the other construction costs. These costs vary with the size of the projects. A tract development of average quality construction could still be built for $50.00 per sq. ft., whereas the cost of building one single house would be closer to $55.00 per sq. ft. A simple, no frills apartment building of one to four units costs around $60.00 per sq. ft. to construct, with the cost decreasing as the number of units increases. These rates are comparable to other San Gabriel Valley communities on the outskirts of Los Angeles, and are considerably lower than in the City of Los Angeles itself where parking restrictions and other physical constraints have helped drive up the costs of building.

Other Non-Governmental Constraints

None- The City is easily accessible by freeway and is not in an area of severe slope nor floodplain (no flood insurance is required.)

## Program Response To Non-Governmental Constraints

Finance Problems

The City provides low cost loans of up to $20,000.00 to qualified homeowners for rehabilitation and general improvement (including room additions) of their homes with the use of CDBG money. In the past five years 21 houses have been rehabed. It is expected that an additional 25 homes will be rehabed by 1994. At 4.25% these loans provide an unparalleled opportunity for low/mod income residents to upgrade their homes.

Grants of CDBG funds are also available to seniors and handicapped persons who fall into the category of low/mod income. These grants are used only for emergency repairs required to abate threats to the health and safety of the residents, and cannot exceed $2,000.00 per household per year. In the past five years over 132 home repairs ranging from minor plumbing to serious structural repairs have been made.

Deferred payment loans area available to low income residents

who do not have sufficient resources to repay a loan of any kind at any rate of interest (deferred loans are repaid upon sale or transfer of the property.)

In addition, the City has elected to participate in a Single Family Mortgage Revenue Bond Program through the Southern California Home Financing Authority. It will be the City's goal to work with lenders to purchase "spot loan commitments" for existing housing, and to create a mortgage assistance program in cooperation with Southern California Home Financing Authority's program to increase affordability of housing by providing gap financing or interest rate buy downs (write downs) and other types of assistance including counseling to prospective home buyers.

The City is also in the process of developing a new Handyman Program to assist people with relatively minor projects that are not eligible under the Emergency Grant Program. This will include house painting and installation of smoke alarms. The City proposes to contract with the Maravilla Foundation, a local agency with much experience in operating such programs efficiently, to provide these services.

Response to Problem of Land Costs

Land of any kind, but especially land suitable for residential development, is unavailable in South El Monte. Zoning changes to allow increased density in neighborhoods that are already densely populated are unlikely to happen as the city is unwilling and unable to divide lots in single family zones to enable additional units to be built, and residents cannot be coerced into building accessory housing units attached to their own houses. The existing zoning allows up to eight unitsper acre in single family zones, a greater density than is allowed in many surrounding communities.

Construction Costs

Construction costs are largely uniform in the San Gabriel Valley area, and are beyond the control of the local government.

The City has moved to simplify permit processing times by publishing a How-to guideline written by the City's Director of Planning and Community Development. This is a step-by-step guideline which explains the process in understandable terms.

## Program Requirements

### Provide Adequate Sites

The City of South El Monte is developed to the point of saturation. There are no more parcels of land of sufficient size to develop housing projects, and there is little chance of re-zoning commercial and manufacturing and industrial property to develop for residential except in one or two very small areas. South El Monte is an industrial town around which housing grew up and filled in the empty spaces. The latter day planners have attempted to create some order by re-zoning to separate residential and industrial neighborhoods, for reasons explained earlier.

The City has filed papers to annex a parcel on its boundary which contains a mobile home park. The acquisition of this park will increase the City's low and moderate income housing somewhat.

### Assist in Development of Low and Moderate Income Housing

The City is in the process of establishing a Redevelopment Agency (Business Improvement District) to revitalize a gateway strip on the City's western border. 20% of the tax increment will be set aside for housing development which may include mixed use development in commercial, non-industrial areas. Real numbers are not yet available in determining how many persons may be assisted with how much money as the total financial implications of the redevelopment have not yet been determined.

CDBG funding is already available, as has been noted, and the Mortgage Revenue Bond program will go into effect in 1989.

The City continues to work with the Baldwin Park Housing Authority to provide subsidized Section 8 housing to eligible residents. Currently there are eleven households receiving this aid. The City plans to make a concerted effort in the next year to increase that number by working more closely with the Housing Authority.

## Your Fair Housing Council

Is a non-profit organization that promotes affordable and nondiscriminatory housing in the San Gabriel Valley.

Through individual counseling and community outreach programs, the counselors inform people of their rights and responsibilities under the law.

Established as a non-profit corporation in May, 1972, the Fair Housing Council is dedicated to the support of California and Federal Fair Housing laws. The Council is funded by federal grants and private donations.

## Who It Can Help

Fair Housing services are for individual citizens, elected officials, landlords, tenants, community groups and people in business and real estate.

A community outreach program assists those with special housing needs, particularly families with children, handicapped, minorities and the elderly.

Through our Housing Referral Service, we assist owners in finding prospective tenants. If you are an owner who has vacancies to fill, please call the Council. We can assist you.

## Our Services

- **Housing discrimination.**

The Fair Housing Council investigates and verifies discrimination complaints. It also provides individual counseling, legal information, conciliation, attorney referral and coordination of legal action.

- **Landlord-tenant disputes.**

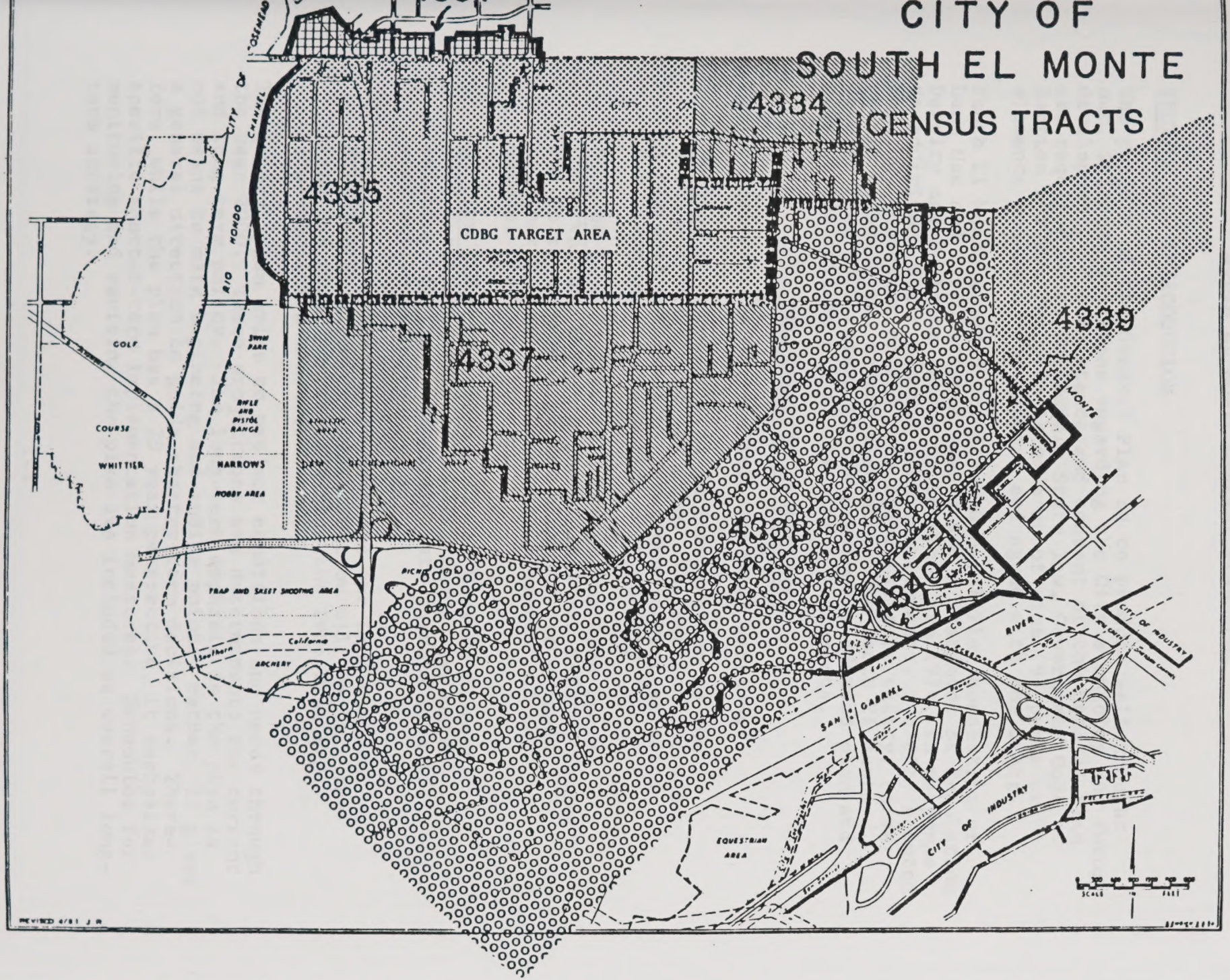
The Council assists people in resolving conflicts over evictions, deposit returns, property damages and sub-standard conditions, usually without further referral. Counselors inform both landlords and tenants of their legal rights and responsibilities.

- **Housing Referral Service**

The Council is an advocate for more affordable housing, providing research, public testimony, information and referrals for those seeking housing.

# CITY OF SOUTH EL MONTE

## CENSUS TRACTS



## SECTION 1: INTRODUCTION

The purpose of the General Plan is to produce well thought out, informed decisions regarding the City's ongoing and future development. The existence and content of the General Plan are required under California State law, Government Code Section 65302. The plan is made up of nine (9) parts or elements and each must support and agree with the other.

South El Monte adopted its first General Plan consisting of Land Use and Circulation Elements and a Statement of Population Density and Building Intensity in 1966. In 1974, in response to additional State general plan requirements, the City adopted housing, conservation and open space, seismic safety, noise, scenic highways and safety elements. The South El Monte General Plan 2000 refers to the previously adopted plan and updates and revises all of its nine (9) elements.

### ORGANIZATION OF THE TEXT

The General Plan is divided into four (4) sections:

Section I - Section I is an introduction to the scope and content of the plan. The section includes a regional description, background characteristics for planning and the policy plan summary.

Section II - Section II contains the Open Space, Conservation, Scenic Highways, Seismic Safety, Safety and Noise elements. These elements are grouped together as the "Environmental Elements" of the General Plan.

Section III - Section III is the Housing Element. This section identifies housing needs, evaluates existing housing programs and sets forth a five (5) year action plan.

Section IV - Section IV contains the Land Use and Circulation Elements. This section will explain the land use plan; the changes from the 1966 Plan and implementation measures.

The general plan tries to project conditions and needs through the year 2000. These projections are determinants for current and long-term policy. The long-term emphasis in the plan is not meant to mark beginning and ending points; rather, it gives a general direction to guide shorter-term decisions. Therefore, while the plan has a 20 year perspective, it emphasizes specific shorter-term implementation measures. Schedules for monitoring and revising the plan are included as overall long-term strategy.

## REGIONAL DESCRIPTION

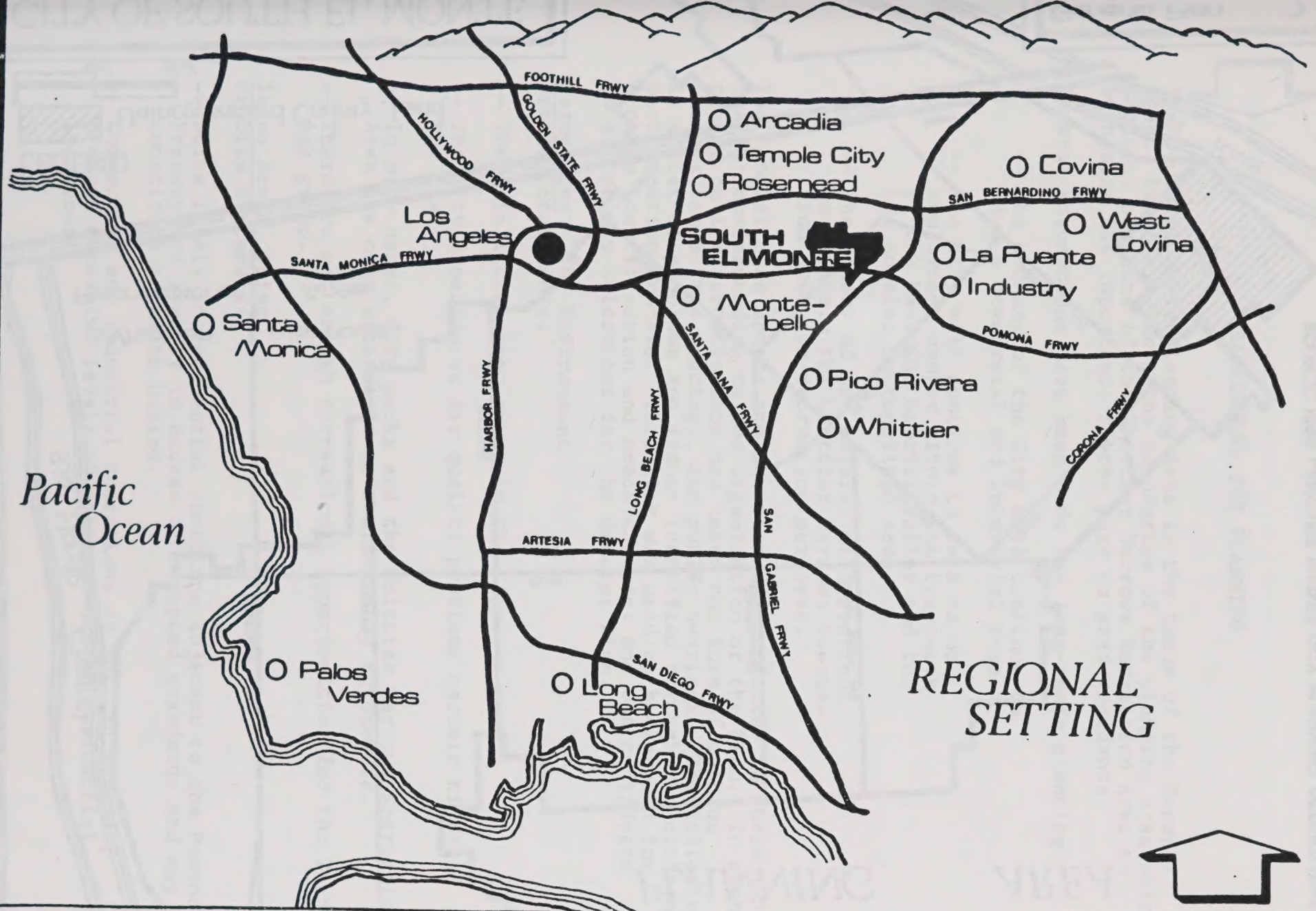
South El Monte is located approximately 18 miles east of downtown Los Angeles in the south-central portion of the West San Gabriel Valley Region of Los Angeles County, California. The City shares borders with the cities of El Monte to the north and Rosemead to the west. The Rio Hondo River flows adjacent to the City's western boundary and the San Gabriel River flows near the eastern boundary. Both rivers flow through the Whittier Narrows, a major erosional gap between the Merced and Puente Hills immediately south of the City. The surrounding flood plain area of 1,092 acres, maintained as a County recreation area, forms the City's southern boundary.

The area that is now South El Monte was originally a part of two (2) land grants given by the Spanish government to early settlers. Although the area remained primarily agricultural through the 1930's, the pattern of settlement in the West San Gabriel Valley Region had much to do with the development of the City.

Settlement patterns in the Region corresponded to developing transportation technology of the times. The completion of railroad lines in the late 1800's opened the Valley to its first phase of large scale settlement. From 1895 to 1940, urban development concentrated along railroad and electric line railway routes with large open and agricultural lands in between. Freeway extension and the expansion of automobile ownership from 1940 to 1960 opened rural lands originally bypassed for development. South El Monte, with its proximity to Los Angeles, easy access to major east-west freeways and relatively inexpensive land, became an attractive area for small industries just starting-up or relocating.

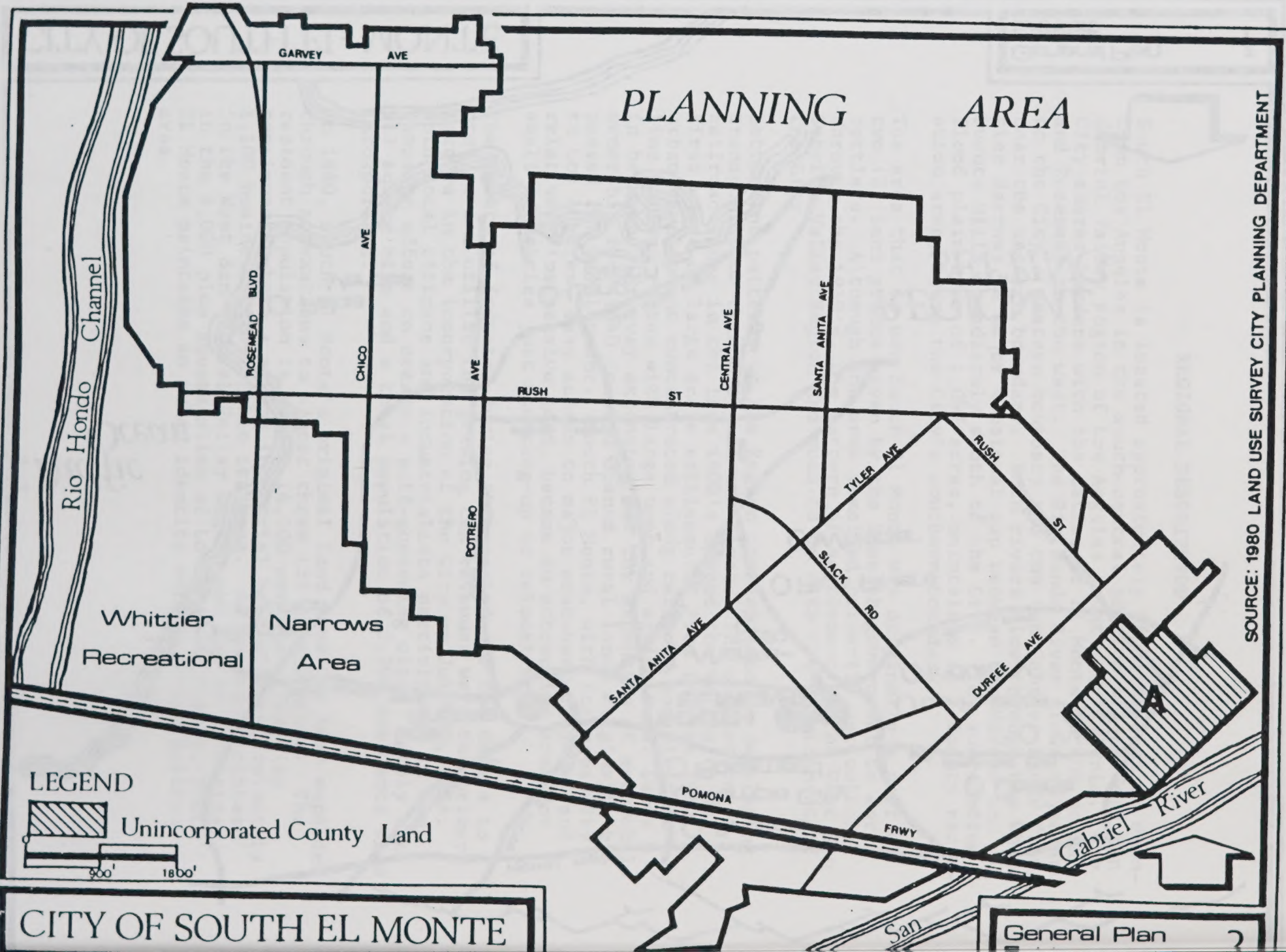
The growth of industry during this period and the desire to protect and utilize the growing tax revenues were the primary factors in the incorporation of the City on July 30, 1958. Both local citizens and industrialists participated in the campaign effort to create a self-governing city. Barely one (1) square mile and a total population of 3,900 residents were incorporated.

In 1980, South El Monte's original land area has been expanded through annexations to almost three (3) square miles. The resident population is almost 16,000 persons. The City continues to have a strong industrial base with approximately 1,100 business firms within its area. As one of 15 cities in the West San Gabriel Valley Region and one of 81 cities in the 4,000 plus square miles of Los Angeles County, South El Monte maintains an urban identity within a metropolitan area.




# CITY OF SOUTH EL MONTE

General Plan Exhibit 1


PLANNING AREA
GARVEY AVE
Rio Hondo Channel
ROSEMEAD BLVD
CHICO AVE
POTRERO AVE
RUSH ST
CENTRAL AVE
SANTA ANITA AVE
TYLER AVE
RUSH ST
SLACK RD
SANTA ANITA AVE
DURFEE AVE
Whittier Recreational
Narrows Area
POMONA FRWY
Gabriel River
San
A
SOURCE: 1980 LAND USE SURVEY CITY PLANNING DEPARTMENT
LEGEND
Unincorporated County Land
900'
1800'
CITY OF SOUTH EL MONTE
General Plan

## BACKGROUND FOR PLANNING

The South El Monte Planning Area is the focus of the General Plan. Exhibit 2 shows the boundaries of the planning area which includes portions of the Whittier Narrows Recreation Area to emphasize the importance of the park to area residents.

Several assumptions have been made for long-range planning:

-- The economy of the City will continue to have a commercial and industrial base.

-- The City will continue to be a major employment center within the framework of the West San Gabriel Valley and the Los Angeles Metropolitan Area.

-- The County of Los Angeles will continue to maintain the Whittier Narrows Recreation Area for recreation purposes.

The General Plan update and revision was conducted in three (3) phases; corresponding to the organization of the Plan. In each phase, public participation has taken the form of opinion surveys, committee meetings, and public hearings. The following is a list of problems and issues identified through the citizen participation process. This list was used as background for problem identification and needs analyses and was considered in all policy selections for the General Plan.

Issue Area: The Environment
Problem Statements:

-- There is little open space in the City.

-- The City experiences air quality problems certain times of the year.

-- In many cases, City parks and the Whittier Narrows Recreation Area are only accessible to residents by automobile.

-- There are not enough recreational opportunities for the Teen Age group.

Issue Area: Noise
Problem Statements:

-- Noise levels at residential locations adjacent to the Pomona Freeway are greatly in excess of accepted standards and may constitute a health hazard.

-- Commercial and industrial operations do not, in general, produce excessive levels of noise at nearby residential locations.

-- Traffic noise from major arterials, particularly Durfee Avenue, Rush Street, and Merced Avenue, produce levels in excess of accepted standards. Residences located adjacent to these sites are exposed to undesirable levels of noise.

Issue Area: Safety
Problem Statements:

-- City residents are not aware of an Emergency Plan.

-- Many residential dwelling units are intermixed with industrial buildings.

Issue Area: Housing
Problem Statements:

-- Many households live in overcrowded conditions.

-- There is little rental relief assistance available to residents.

-- Little vacant land is available for new housing construction.

-- Conflicting residential and industrial land uses exist together without adequate buffering.

-- Some households are being displaced by private sector residential demolition activity.

Issue Area: Land Use and Circulation
Problem Statements:

-- Many businesses do not provide adequate parking for their employees and consequently block streets.

-- Bus routes do not serve heavily concentrated residential areas.

-- The existing land use plan does not reflect the actual pattern of development.

-- Stable residential areas must be protected from encroachment of other uses.

-- There are not enough commercial areas to serve the needs of the daytime and resident population.

The following section presents an overview of the socio-economic characteristics of the City. Changes in population, housing, and labor force characteristics are evaluated and their implications for long-term planning are discussed. The section concludes with a summary of the policy plan adopted in the nine (9) elements of the General Plan.

Population Characteristics:

The 1970 U.S. Census of Population and Housing counted 13,443 persons in South El Monte. The 1980 Special Census, conducted under the direction of the California Department of Finance, counted 15,950 persons. While a population increase for the ten (10) year period is at first indicated, it is not substantiated by a comparison of housing unit counts (3,739 in 1970 and 4,491 in 1980) and building permit activity (a net unit loss of 88 units for the ten (10) year period). In the data tables, the 1970 population figure has been adjusted upward.

The ethnic composition of the population has changed steadily in the City over the past ten (10) years. In 1970, 55% of the population was Spanish surnamed and 41% was Anglo-American. In 1980, a little over 70% are Hispanic and 23% are Anglo-American. The majority of Hispanics are Mexican-Americans. The changes in the City's ethnic composition are typical of the trends in the West San Gabriel Valley Region. Table 2 compares the ethnic composition of cities in the region while Table 3 gives the ethnic characteristics of South El Monte. Table 4 projects ethnicity distribution in the City through 2000.

The age distribution of the population reflects a trend toward larger households; probably a result of recent demographic changes. Over 42% of the population is under 20 years of age and 8% is age 60 or older. Table 3 lists age of the population by sex and ethnicity, and Table 5 projects age distributions through 2000.

Table 1 gives overall population projections through the year 2000. Over 10% of the 14.1% increase is a result of annexation activity. The most recent annexation to the City, an area commonly known as Schmidt Tract, contains an estimated 640 persons living in 182 dwellings. Unincorporated County land designated as Area A on Exhibit 2 has an estimated 1,100 people living in 310 dwellings.

TABLE 1
POPULATION PROJECTIONS

| 1980 | 1985 | 1990 | 2000 | % Change 1980-2000 |
|---|---|---|---|---|
| 15,950 | 16,700 | 17,020 | 18,200 | +14.1 |

NOTE: Projections include population increases from annexation activity and assumes 3.70 persons per household in 1985 and 3.75 in 1990 and 2000.

TABLE 2
ETHNIC COMPOSITION OF SELECTED
WEST SAN GABRIEL VALLEY CITIES

| 1970 | DUARTE | EL MONTE | BALDWIN PARK | LOS ANGELES COUNTY |
|---|---|---|---|---|
| White | 11,144<br>74.4% | 46,021<br>65.9% | 30,941<br>65.4% | 4,717,188<br>67.0% |
| Black | 1,002<br>6.7% | 114<br>0.2% | 248<br>0.5% | 762,844<br>10.8% |
| Hispanic | 2,557<br>17.1% | 21,937<br>31.4% | 14,825<br>31.4% | 1,289,311<br>18.3% |
| Other | 278<br>1.9% | 1,765<br>2.5% | 1,271<br>2.7% | 262,732<br>3.7% |
| TOTAL | 14,981<br>100% | 69,852<br>100% | 47,285<br>100% | 7,036,887<br>100% |
| 1979 (est.) | DUARTE | EL MONTE | BALDWIN PARK | LOS ANGELES COUNTY |
| White | 4,422<br>43.0% | 19,642<br>33.3% | 12,626<br>30.1% | N/A |
| Black | 663<br>6.4% | N/A | 606<br>1.4% | N/A |
| Hispanic | 4,912<br>47.7% | 37,160<br>62.9% | 25,034<br>59.7% | N/A |
| Other | 295<br>2.9% | 2,250<br>3.8% | 3,698<br>8.8% | N/A |
| TOTALS | 10,292<br>100% | 59,052<br>100% | 41,964<br>100% | N/A |

SOURCE: Overall Economic Development Plan, June, 1980

TABLE 3
SEX, AGE, AND ETHNICITY

| | FEMALE | | | | MALE | | | | |
|---|---|---|---|---|---|---|---|---|---|
| ears | White | Black | Hispanic | Other | White | Black | Hispanic | Other | TOTALS |
| -4 | 93 | 2 | 661 | 48 | 116 | 0 | 667 | 46 | 1,633 |
| -14 | 222 | 5 | 1,298 | 93 | 206 | 3 | 1,414 | 96 | 3,337 |
| 5-19 | 173 | 1 | 621 | 41 | 184 | 0 | 687 | 61 | 1,768 |
| 0-34 | 345 | 1 | 1,525 | 135 | 332 | 2 | 1,685 | 139 | 4,164 |
| 5-59 | 613 | 4 | 1,084 | 122 | 593 | 4 | 1,185 | 137 | 3,742 |
| 0-84 | 440 | 1 | 191 | 27 | 385 | 1 | 171 | 24 | 1,240 |
| 5+ | 13 | 0 | 8 | 11 | 8 | 0 | 7 | 19 | 66 |
| OTALS | 1,899 | 14 | 5,388 | 477 | 1,824 | 10 | 5,816 | 522 | 15,950 |

OURCE: 1980 South El Monte Special Census

TABLE 4
ETHNICITY DISTRIBUTION PROJECTION

| | 1980 | % of Total | 1990 | 2000 |
|---|---|---|---|---|
| Hispanic | 11,695 | 73.3 | 12,480 | 13,347 |
| White | 3,723 | 23.3 | 3,969 | 4,244 |
| Black | 24 | .0015 | 26 | 27 |
| Other | 508 | 3.2 | 545 | 582 |
| TOTALS | 15,950 | 100% | 17,020 | 18,200 |

TABLE 5
AGE DISTRIBUTION PROJECTION

| | 1980 | % of Total | 1990 | 2000 |
|---|---|---|---|---|
| 0-4 Years | 1,633 | 10.2 | 1,736 | 1,856 |
| 5-19 | 5,105 | 32.0 | 5,446 | 5,824 |
| 20-59 | 7,906 | 49.5 | 8,425 | 9,009 |
| 60+ | 1,306 | 8.2 | 1,396 | 1,492 |
| TOTALS | 15,950 | 100% | 17,020 | 18,200 |

METHODOLOGY: 1980 proportions of distribution applied to 1990 and 2000 projections.

## Housing Characteristics

The 1970 U.S. Census counted 3,725 dwelling units in the City. A housing survey taken by a private consulting firm in 1971 revealed 4,130 units; another indication of an undercount in the federal census. The 1980 Special Census tallied 4,491 housing units. Using the 1971 survey figure, there has been an increase of 361 dwellings from 1971 to 1980. Annexation of one area in 1971 containing 125 units can account for some of the increase.

Over 71% of the housing units in the City are single-family dwellings. In general, the housing stock has been built prior to 1965, as seen in Table 10. Building permit activity, Table 9, in the last three (3) years indicates a small trend toward multi-family units replacing existing single-family structures in areas zoned for higher densities.

The vacancy rate at the time of the Special Census was 3.36%; in 1970, it was 2.8%. Over 50% of the dwellings in the City are rented.

The average household in 1980 was 3.67 persons; in 1970, it was 3.7 persons. Average household size is expected to increase given the ethnic composition of the population and the fact that in 1970, in households headed by a Spanish surnamed person, the average household size was 4.8 persons. The number of households in the City is expected to be 4,513 by 1985.

Over 1,000 housing units in the City are in areas where manufacturing and industrial land uses predominate. Demolitions of residential units averaged 22 a year over the last ten (10) years, and new construction has not been at replacement levels (Table 10). Demolitions are expected to continue over the next 20 years on an average of 20 per year.

The Southern California Association of Governments (SCAG) has forecasted 4,600 units in the City by 2000; an overall increase of 109 units. In order to replace the units lost through demolition and achieve this increase, an average of 25 new units per year will have to be built. Table 6 is SCAG's forecast with an additional 500 units that will become part of the housing stock as a result of annexation activity. Table 6 assumes that residential demolitions will average 20 per year; there will be complete infilling of vacant residential land; densities will increase in multiple-residential zones.

TABLE 6
HOUSING UNIT FORECASTS

| 1980 | 1985 | 1990 | 2000 | % Change 1980 to 2000 |
|---|---|---|---|---|
| 4,491 | 4,700 | 4,735 | 5,100 | 13.6% |

TABLE 7
NUMBER AND TYPE OF HOUSING UNITS*

| Single-Family | Multi-Family 2-4 | Multi-Family +5 | Mobile Homes | TOTAL |
|---|---|---|---|---|
| 3,207 | 588 | 155 | 541 | 4,491 |

TABLE 8
LENGTH OF RESIDENCE PER HOUSEHOLD*

| | Less than 1 Year | 1-5 Years | 5-10 Years | More than 10 Years | No Response | TOTAL |
|---|---|---|---|---|---|---|
| Owners | 160 | 358 | 335 | 1,258 | 38 | 2,149 |
| Renters | 324 | 628 | 347 | 333 | 69 | 1,701 |
| Other Arrangements | 19 | 27 | 29 | 54 | 3 | 132 |
| No Response | 8 | 6 | 3 | 20 | 321 | 358 |
| TOTALS | 511 | 1,019 | 714 | 1,665 | 431 | 4,340 |

*Source: 1980 South El Monte Special Census

TABLE 9
HOUSING UNITS AUTHORIZED BY BUILDING PERMITS

| | 1970 | 1971 | 1972 | 1973 | 1974 | 1975 | 1976 | 1977 | 1978 | 1979 | 1980 | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| le Family | 1 | 1 | 1 | 3 | -- | 1 | 9 | 4 | 41 | 2 | 4 | 67 |
| i-Family -5 | -- | -- | 2 | 2 | -- | -- | -- | 2 | 11 | 4 | -- | 21 |
| i-Family +5 | -- | -- | 22 | -- | -- | -- | -- | 2 | 6 | 12 | -- | 42 |
| litions | 27 | 23 | 27 | 31 | 22 | 9 | 12 | 17 | 16 | 13 | 22 | 219 |
| Unit Gain Loss | -26 | -22 | -2 | -26 | -22 | -8 | -3 | -9 | +42 | +5 | -18 | -89 |

ce: Los Angeles County Building Permit Records

TABLE 10
AGE OF HOUSING

| Year Built | Number of Units |
|---|---|
| 1939 & Older | 734 |
| 1940-49 | 1,111 |
| 1950-59 | 2,236 |
| 1960-64 | 808 |
| 1965-69 | 204 |
| 1970-80 | 130 |

Sources: 1970 U.S. Census
Los Angeles County Building Permit Records

TABLE 11
CONDITION OF HOUSING

| | Owner Occupied | Renter Occupied | Vacant | TOTAL |
|---|---|---|---|---|
| Suitable for Rehabilitation | 136 | 513 | 4 | 653 |
| Not Suitable | 38 | 119 | 7 | 164 |
| TOTAL | 174 | 632 | 11 | 817 |

Source: Housing Assistance Plan, Table 1

## Economic Characteristics

City revenues come primarily from the City's share of State sales tax, motor vehicle license fees, gasoline tax, cigarette tax, other State subventions, and special revenue grants provided to local governments by state and federal departments.

By far, the largest single revenue source in South El Monte is the sales and use tax, which was estimated to bring in over $2 million in 1979-1980, representing approximately 70% of the City's total General Fund revenues.

There were 1,160 businesses located in South El Monte in July, 1980, when the City Planning Department compiled an Industrial Directory. The following summarizes the results of this survey:

- -- Most businesses in the City are "support industries", i.e., they provide a secondary product or service.
- -- The four (4) largest business categories of firms in percentage to total industry are:
    1. machine shops
    2. furniture manufacturers
    3. contractors - general and special trade
    4. contract sewing and garment manufacturers
- -- Most businesses are sole proprietorships with an average of six (6) employees.
- -- Less than fifteen (15) businesses employ more than 100 people.
- -- The single largest employer in the City, a shoe manufacturer, employs approximately 800 people. The second largest employs 400; nine (9) companies employ 200 to 300.
- -- Most industries require skilled/semi-skilled labor for their operation.
- -- There were indications that several small companies related to the recreational-leisure industry prior to 1980 had gone out of business.

In late 1979 and early 1980, the City participated in the development of an Overall Economic Development Strategy (OEDS) with six (6) other cities in the Region**. The study recognizes the interrelated nature of urban development needs and the requirement for a comprehensive approach to economic problems and opportunities. The OEDS provides background for economic characteristics of South El Monte and direction for economic policy development. Findings of the study included:

- -- Regional employment is heavy in the manufacturing and construction occupations.
- -- The area is a net importer of labor.

** Baldwin Park, Duarte, El Monte, La Puente, Monrovia, and Irwindale

-- There was a net loss of fifteen (15) retail establishments in South El Monte from 1972 to 1977. Every city in the strategy area is experiencing leakage in general merchandise sales - in South El Monte, it is estimated to be as high as 89%.
-- There appears to be a trend of new office space construction. South El Monte has approximately 54,000 square feet of total leasable space.

The overall economic development strategy for South El Monte is to:

-- Concentrate expansion of the individual base in manufacturing to provide jobs for the unemployed and underemployed.
-- Convey a pro-development city attitude to the private sector to stimulate business interests.
-- Direct business assistance towards land assembly, site clearance, street and site improvements and development of permit process simplification.
-- Consolidate scattered commercial establishments, especially establishments at intersections which already have an established retail service function.
-- Adopt a commercial revitalization plan.
-- Encourage the relocation of residential units now existing in industrial areas.

Employment:

In 1980, median household income was $12,847. The median income in Los Angeles County, for a family of four (4), was $21,421. The unemployment rate in South El Monte in 1970 was 5.7% and in 1979, 5.2%. Comparative unemployment rates for the same years follow:

| City | 1970 | 1979 |
|---|---|---|
| South El Monte | 5.7 | 5.2 |
| Baldwin Park | 6.3 | 5.6 |
| El Monte | 7.2 | 5.1 |
| Greater San Gabriel Valley | -- | 4.8 |
| Los Angeles County | 6.2 | 5.6 |

Unemployment in South El Monte is partly a result of mismatches between worker skills and the changing demands of industry. As noted above, most industries in the City require skilled/semi-skilled labor for their operation. Table 12 shows that the majority (18.3%) of primary wage earners in South El Monte households are employed as operatives (factory assembly, etc., workers). Over 15% are craftsmen, foremen and kindred workers.

TABLE 12
INCOME AND OCCUPATION

| | Professional/ Technical | Managers/ Officials | Clerical Workers | Sales Workers | Craftsmen/ Foremen | Factory Workers | Service Workers | Laborers | Transport | Unemployed/ Retired | No Response | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Less than $6,000 | 7 | 11 | 5 | 2 | 15 | 30 | 15 | 15 | 0 | 223 | 26 | 349 |
| $6,000-11,999 | 15 | 16 | 36 | 19 | 89 | 201 | 79 | 33 | 10 | 179 | 24 | 701 |
| $12,000-14,999 | 14 | 14 | 26 | 15 | 78 | 81 | 37 | 23 | 7 | 27 | 7 | 329 |
| $15,000-17,999 | 8 | 19 | 18 | 12 | 55 | 63 | 26 | 12 | 7 | 15 | 8 | 243 |
| $18,000-22,999 | 33 | 34 | 28 | 20 | 85 | 55 | 29 | 25 | 12 | 19 | 12 | 352 |
| Over $23,000 | 44 | 30 | 21 | 7 | 81 | 73 | 21 | 14 | 13 | 1 | 6 | 311 |
| No Response | 91 | 56 | 43 | 33 | 258 | 294 | 156 | 156 | 34 | 402 | 530 | 2,053 |
| TOTALS | 212 | 180 | 177 | 108 | 661 | 797 | 363 | 278 | 83 | 866 | 613 | 4,338 |

Source: 1980 South El Monte Special Census

This mismatch of worker skills and available employment is a major reason that more City residents are not employed in the City (Table 13). In addition, South El Monte workers compete with residents of other parts of the Greater Los Angeles area for jobs.

TABLE 13
EMPLOYMENT LOCATION

| South El Monte | El Monte | Other Los Angeles County City | Outside Los Angeles County | Other |
|---|---|---|---|---|
| 13.76% | 7.97% | 34.65% | 9.82% | 33.80% |

SOURCE: 1980 South El Monte Special Census
NOTE: "Other" includes those not in work force and households not responding to question.

The Los Angeles County General Plan forecasts a 16% change or 41,000 new jobs in the West San Gabriel Valley Area from 1975-2000. These new jobs will primarily be a result of new and developing employment centers in cities in the Region with available land. South El Monte's jobs expansion will be concentrated in commercial and industrial areas where existing uses can be intensified. Because of the "built out" status of the City and the characteristics of the City as an employment center, the capture rate of new jobs for the City will be lower than for those cities with available land.

City employers provided an estimated 10,000 jobs in 1981. Less than 14% of these jobs were held by City residents. On a regional basis, South El Monte provides jobs for other San Gabriel Valley and Los Angeles County residents. This trend is expected to continue.

Housing for workers must also be considered on a regional level. The City acts in the housing market as a provider of affordable housing and, on a regional basis, provides more than its proportional share of this kind of housing. Because of the mismatches between worker skills and employment opportunities in local businesses noted above, South El Monte provides housing for other San Gabriel Valley and Los Angeles County residents. This trend is expected to continue.

When cities such as South El Monte are incorporated, it is often for a single purpose. When analyzing jobs and housing provision in small cities, it is necessary to evaluate the regional role of that city. South El Monte has less than three (3) square miles of area. Many of the surrounding communities are similar. The City's excellent freeway access further emphasizes proximity of regional employment opportunities. This need for a regional perspective is one reason why the City joined six (6) other area cities to develop an overall economic strategy.

# POLICY PLAN SUMMARY

## LAND USE & CIRCULATION

1. PROTECT SINGLE FAMILY AREAS FROM ENCROACHMENT OF SURROUNDING LAND USES.
2. ENCOURAGE THE COMBINATION OF RESIDENTIAL LOTS INTO LARGER AND MORE EFFICIENT PARCELS FOR NEW MULTIPLE FAMILY DEVELOPMENT.
3. DEVELOP NEIGHBORHOOD PARKS ADJACENT TO SCHOOLS AND NEAR THE CENTER OF THE AREAS TO BE SERVED, WHERE POSSIBLE.
4. ENCOURAGE THE DEVELOPMENT OF COMMERCIAL CENTERS IN AREAS THAT EFFICIENTLY AND CONVENIENTLY SERVE THE BUSINESS AND SERVICE NEEDS OF THE PEOPLE LIVING AND WORKING IN THE CITY.
5. ENCOURAGE THE COMBINATION OF SMALL LOTS INTO LARGER AND MORE EFFICIENT PARCELS FOR QUALITY DEVELOPMENT OF INDUSTRIAL AREAS.
6. CONTINUE TO REQUIRE ADEQUATE BUFFERING BETWEEN INDUSTRIAL AREAS AND ADJACENT RESIDENTIAL DEVELOPMENTS.
7. ENCOURAGE THE DEVELOPMENT OF A SINGLE SCHOOL DISTRICT TO SERVE SOUTH EL MONTE RESIDENTS.
8. CONTINUE TO MAINTAIN THE CIVIC CENTER DISTRICT TO PROVIDE A FOCAL POINT FOR THE CITY.
9. COORDINATE WITH THE CITY OF EL MONTE TO BETTER DEFINE THE TWO CITIES' ADJOINING BOUNDARIES.
10. ENCOURAGE A REVIEW OF THE LOCAL AGENCY FORMATION COMMISSION'S (LAFCO) DESIGNATION OF SOUTH EL MONTE'S SPHERE OF INFLUENCE.

1. ENCOURAGE GREATER USE OF PUBLIC TRANSIT AND CITY TRANSIT SERVICES.
2. SUPPORT THE COORDINATION OF ELDERLY AND HANDICAPPED TRANSPORTATION SERVICES, AS APPROPRIATE, TO PROVIDE MORE EFFECTIVE, EFFICIENT, AND ACCESSIBLE SERVICES.
3. ENCOURAGE THE DEVELOPMENT OF AN IMPROVED PUBLIC TRANSPORTATION SYSTEM WITH THE SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD).

## NOISE

1. NOISE BARRIERS SHOULD BE CONSTRUCTED ALONG THE POMONA FRWY.
2. THE CITY SHOULD CONSIDER PLANNING GUIDELINES WHICH INCLUDE NOISE CONTROL FOR ALL NEW RESIDENTIAL DEVELOPMENTS WITHIN NOISE-IMPACTED AREAS.
3. THE CITY SHOULD DEVELOP A POLICY OF NOISE ABATEMENT AND CONTROL OF THE COMMERCIAL/INDUSTRIAL ACTIVITIES WITHIN THE CITY SUCH THAT INTRUSIVE NOISE IS LIMITED TO ACCEPTABLE STANDARDS.
4. THE CITY SHOULD CONSIDER NOISE CONTROL REQUIREMENTS FOR ALL NEW EQUIPMENT PURCHASES.
5. FUTURE PROJECTS WITHIN THE CITY SHOULD REFLECT A CONSCIOUSNESS ON THE PART OF THE CITY REGARDING THE REDUCTION OF UNNECESSARY NOISE NEAR NOISE-SENSITIVE AREAS SUCH AS PARKS, HOSPITALS, LIBRARIES, CONVALESCENT HOMES, ETC.
6. THE CITY SHOULD REQUIRE ALL NEW RESIDENTIAL BUILDINGS OR STRUCTURES BE DESIGNED TO COMPLY WITH THE REQUIREMENTS OF OF CALIFORNIA'S NOISE INSULATION STANDARDS.
7. THE CITY'S NOISE ORDINANCE SHOULD BE REVIEWED AND EXPANDED.
8. THE CITY SHOULD IMPLEMENT A REVIEW PROCESS CONCERNING ITS POLICY AND REGULATIONS AFFECTING NOISE.
9. THE CITY SHOULD ENCOURAGE ITS AGENCIES AND EMPLOYEES TO OBSERVE THE STATE AND FEDERAL OCCUPATIONAL HEALTH AND SAFETY NOISE STANDARDS.
10. THE CITY SHOULD ENCOURAGE THE ENFORCEMENT OF REGULATIONS SUCH AS THE STATE VEHICLE CODE NOISE STANDARDS FOR AUTOMOBILES, TRUCKS AND MOTORCYCLES OPERATING WITHIN THE CITY AS WELL AS ANY CONTRACTUAL AGREEMENTS PERTAINING TO NOISE.

General Plan Exhibit 3

## CIRCULATION (CONTINUED)

4. CONTINUE TO INCREASE THE EFFICIENCY OF THE CIRCULATION SYSTEM TO ENHANCE SAFETY AND REDUCE CONFLICTS BETWEEN TRAFFIC AND COMMUNITY.

5. CONTINUE TO ENSURE LOCAL BIKE ROUTES COMPLEMENT REGIONAL SYSTEMS AND TIE IN TO THE WHITTIER NARROWS RECREATION AREA.

6. SUPPORT REGIONAL TRANSPORTATION PLANNING WITH THE APPROPRIATE GOVERNMENTAL AGENCIES TO ENSURE THE ADEQUACY OF THE SYSTEM TO HANDLE THE MOVEMENT OF PEOPLE AND GOODS RESULTING FROM POPULATION GROWTH, COMMERCE, AND INDUSTRIAL DEVELOPMENT.

## THE ENVIRONMENT

1. ENCOURAGE THE DEVELOPMENT OF A LONG-RANGE PLAN FOR MAINTENANCE AND IMPROVEMENTS OF EXISTING PARKS AND ACQUISITION AND DEVELOPMENT OF NEW PARKS.

2. PROVIDE ADEQUATE RECREATION FACILITIES AND PROGRAMS FOR ALL CITIZENS.

3. COOPERATE WITH AND SUPPORT THE CONSERVATION AND RECLAMATION EFFORTS OF THE AGENCIES RESPONSIBLE FOR NATURAL RESOURCES IN THE REGION.

4. SUPPORT THE INTENT AND GOALS OF THE STATE SCENIC HIGHWAY PROGRAM TO DESIGNATE AND PROTECT SIGNIFICANT SCENIC ROUTES.

5. ENCOURAGE REGIONAL DISASTER PREPAREDNESS PLANNING TO ASSURE A COORDINATED RESPONSE EFFORT IN THE EVENT OF AN EMERGENCY OR DISASTER SITUATION.

6. ENCOURAGE PARTICIPATION IN REGIONAL, STATE AND FEDERAL EMERGENCY PREPAREDNESS ACTIVITIES.

7. PROMOTE MEASURES THAT CAN BE TAKEN BEFOREHAND TO MINIMIZE THE EFFECTS OF SEISMIC AND PUBLIC SAFETY HAZARDS.

8. MAINTAIN AN UP-TO-DATE, CLEARLY WRITTEN, DETAILED EMERGENCY PLAN.

9. PROMOTE CONTINUED PUBLIC AWARENESS CONCERNING EMERGENCY PROCEDURES FOR SOUTH EL MONTE CITIZENS AND PUBLIC OFFICIALS.

## HOUSING

1. ENCOURAGE THE REHABILITATION OF SUBSTANDARD AND DETERIORATING HOUSING WHERE ECONOMICALLY FEASIBLE IN ACCORDANCE WITH GENERAL PLAN LAND USE DESIGNATIONS.

2. ENCOURAGE CONTINUED PARTICIPATION IN AND EXPANSION OF EXISTING HOUSING REHABILITATION PROGRAMS.

3. ENCOURAGE INVESTIGATION AND PROMOTE THE USE OF ADDITIONAL WAYS TO FINANCE HOUSING REHABILITATION PROGRAMS.

4. ENCOURAGE THE EXPANSION OF THE BALDWIN PARK HOUSING AUTHORITY'S ROLE IN PROVIDING HOUSING OPPORTUNITIES FOR REHABILITATION.

5. ENCOURAGE THE UPGRADING OF EXISTING MOBILE HOME PARKS IN THE "R-M" ZONE.

6. ENCOURAGE ENERGY CONSERVATION IN ALL HOUSING REHABILITATION EFFORTS IN THE CITY.

7. ENCOURAGE THE DEVELOPMENT AND CONSTRUCTION OF A VARIETY OF TYPES OF HOUSING FOR ALL ECONOMIC LEVELS OF THE POPULATION.

8. PROMOTE THE USE OF EXISTING AND NEW HOUSING PROGRAMS IN CONJUNCTION WITH MANUFACTURED HOUSING.

9. ENCOURAGE THE ACCEPTANCE OF MANUFACTURED HOUSING AS AN ALTERNATIVE HOUSING SOURCE.

10. DESIGNATE LAND USES IN RESIDENTIAL AREAS WHICH PRESERVE EXISTING NEIGHBORHOOD CHARACTERISTICS AND FACILITATE AND ENCOURAGE THE DEVELOPMENT OF HOUSING.

11. ENCOURAGE THE ESTABLISHMENT OF PROCEDURES AND INCENTIVES FOR THE ASSEMBLY OF RESIDENTIAL LOTS INTO PARCELS OF SUFFICIENT SIZE TO BUILD NEW HOUSING WITH MODERN DESIGN TECHNIQUES.

12. ENCOURAGE CONTINUED PARTICIPATION IN AND EXPANSION OF EXISTING HOUSING ASSISTANCE PROGRAMS.

13. ENCOURAGE INVESTIGATION AND PROMOTE THE USE OF ADDITIONAL WAYS TO INCREASE HOUSING OPPORTUNITIES FOR CITY RESIDENTS.

# ENVIRONMENTAL ELEMENTS

## SECTION II: ENVIRONMENTAL ELEMENTS

The Environmental Elements of the Plan identify and appraise the natural and scenic resources of South El Monte as well as the potential hazards to the environment from fire, geologic, and noise sources. The policies in the elements focus on the protection, maintenance, and future development of natural resources and on the reduction of loss of life, injuries, and damage to property resulting from environmental hazards.

The concerns of six general plan elements are contained in the Environmental Elements section. These are the Open Space, Conservation, Scenic Highways, Safety, Seismic Safety, and Noise Elements. The Noise Element, prepared by an acoustical consultant, begins on Page II-15.

### DEFINITIONS

Alluvium - Clay, silt, sand, gravel, or similar rock fragments deposited by running water.

Conservation - Planned management of a natural resource to prevent exploitation, destruction, or neglect.

Fault - A fracture in the earth's crust forming a boundary between rock masses that have shifted.

> Active Fault - A fault that has moved recently and which is likely to move again. For planning purposes, "active fault" is usually defined as one that shows movement within the last 11,000 years and can be expected to move within the next 100 years.
>
> Potentially Active Fault - (1) A fault that had its latest movement within the Quaternary Period (the last 2,000,000 years) but before the Holocene Epoch (the last 11,000 years); (2) A fault which, because it is judged to be capable of ground rupture or shaking, poses an unacceptable risk for a proposed structure.
>
> Inactive Fault - A fault which shows no evidence of movement in recent geologic time and no potential for movement in the relatively near future.

Flood Plain - A lowland or relatively flat area adjoining inland or coastal waters that is subject to a one-percent or greater change of flooding in any given year.

Ground Failure - Mudslide, landslide, liquifaction or the seismic compaction of soils.

Liquifaction - A process by which water-saturated granular soils are transformed from a solid to a liquid state because of a sudden shock or strain.

Maximum Credible Earthquake - The most severe earthquake that appears capable of occurring, based on present information, including (a) the seismic history of the vicinity; (b) the length of significant faults within 100 kilometers; (c) the type(s) of faults; and (d) tectonic or structural history of the region.

Minimum Fire Flow - A rate of water flow that should be maintained to halt and reverse the spread of a fire.

Natural Resources - Water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, and minerals.

Open Space - Any parcel or area of land or water which is essentially unimproved and devoted to the preservation and/or management of natural resources.

Scenic Highways - Highways, roads or streets that follow routes of outstanding natural scenic beauty or significant urban settings.

Seiche - An earthquake-induced wave in a lake, reservoir, or harbor.

Subsidence - The gradual, local settling or sinking of the earth's surface with little or no horizontal motion.

Tsunamis - Earthquake-induced sea waves.

Wildland - Non-urban natural areas which contain uncultivated land, timber, range, watershed, brush, or grasslands.

## GOALS STATEMENT

The goals of the Environmental Elements are:

1. To conserve and protect natural resources.
2. To enhance the open space amenities of the community.
3. To preserve highways, roads, and streets that are of scenic significance.
4. To identify the measures that can be taken beforehand to minimize the effects of geologic, seismic, and public safety hazards.
5. To prevent serious injury and loss of life.
6. To prevent damage to property.
7. To insure the continuity of vital services.

The remainder of Section II will inventory and evaluate natural resources including the distribution of open space areas within the City and the Region. An analysis of geologic, seismic, and public safety hazards in the City will be presented. The Section concludes with the policy program developed to meet the goals of the Environmental Elements.

## NATURAL RESOURCES INVENTORY

South El Monte is almost entirely developed in urban uses. Within the City there are no forest, agricultural, soil, or mineral resources to be conserved or reclaimed. Water is the only resource available for conservation or reclamation; some of the City's waste water is reclaimed in the Whittier Narrows Reclamation Plant.

No rare or endangered species of plants, fish or wildlife are found in the area. No existing highway, street, or road meet the criteria for inclusion in a scenic highway program at a local, state or county level. No archaeologically significant sites have been located in the City, and there are no historically or architecturally significant buildings, sites, or districts.

### Open Space and Recreational Facilities

The City has a limited supply of available vacant land. Most of this is in relatively small parcels scattered throughout the City. Table 1 summarizes the results of a vacant land inventory taken in November, 1980, in the City.

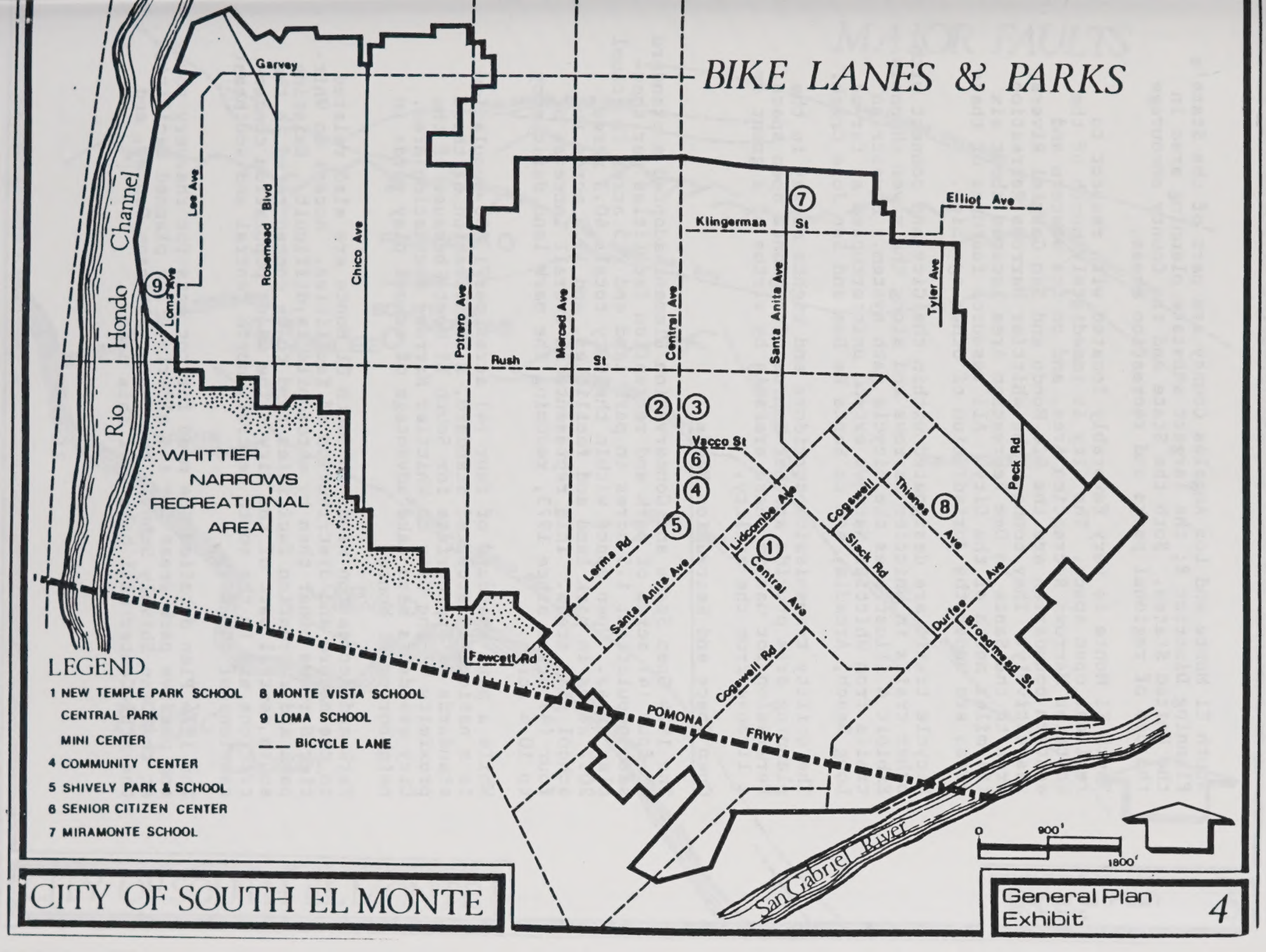
TABLE 1
VACANT LAND INVENTORY

| Zone | Vacant Land | |
|---|---|---|
| | 1973 | 1980 |
| Manufacturing | 21.8 | 10.8 |
| Commercial | 14.8 | 4.7 |
| Residential-Multiple | 2.1 | 5.6 |
| Residential-Single Family | 55.7 | 39.6 |
| TOTAL | 94.4 | 60.7 |

With the exception of a small segment of the Rio Hondo Channel in the northwest corner of the City, open space within South El Monte exists almost exclusively in the form of municipal parks and school playgrounds. Table 2 lists available open space, acreages, and recreational facilities. Exhibit 4 shows their locations.

| | Open Space Acreage | Picnic | Pool or Lake | Gymnasium | Softball & Soccer | Baseball | Football | Basketball | Volleyball | Tennis | Horseshoes | Play Equipment | Tot Lot | Exercise Course | Outdoor Lighting | Bleachers | Recreation Building | Restrooms | Parking | Bike Trails | Nature Center | Golf Course | Camping | Archery & Gun Range |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **CITY OWNED** | | | | | | | | | | | | | | | | | | | | | | | | |
| Community Center | 2.0 | | X | X | | | | X | X | X | | X | | | X | | X | X | X | | | | | |
| Mini-Center | 2.5 | | | | | | | | | | | | | | | | X | X | X | | | | | |
| Sr. Citizens Center | 1.5 | | | | | | | | | | | | | | | | XX | XX | XX | | | | | |
| Central Avenue Park | 1.6 | XX | | | | | | X | X | | XX | XX | X | | | | XX | XX | | | | | | |
| **JOINT CITY/SCHOOL PARKS** | | | | | | | | | | | | | | | | | | | | | | | | |
| New Temple | 13.4 | X | | | | X | X | | | | | X | X | | X | X | X | X | X | | | | | |
| Dean Shively | 11.0 | XX | | | | XX | XX | XX | XX | | | XX | XX | XX | XX | XX | | XX | XX | | | | | |
| Loma Avenue | 2.6 | | | | X | | | X | | | | X | X | | | | | | | | | | | |
| Monte Vista | 7.0 | | | | X | | | X | | | | X | X | | | | | | | | | | | |
| Miramonte | 3.7 | | | | X | | | X | | | | X | X | | | | | | | | | | | |
| **REGIONAL** | | | | | | | | | | | | | | | | | | | | | | | | |
| Whittier Narrows | 1092 | X | X | | X | X | X | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Santa Fe Dam | 780 | X | X | | | | | | | | | X | | | | | | | X | X | X | | | |

X - Existing
XX - Planned and Funded
* The City operates boxing facilities in a leased building.


BIKE LANES & PARKS
Garvey
Rio Hondo Channel
Lee Ave
Rosemead Blvd
Chico Ave
Potrero Ave
Merced Ave
Central Ave
Santa Anita Ave
Tyler Ave
Elliot Ave
Klingerman St
Rush St
Loma Ave
WHITTIER NARROWS RECREATIONAL AREA
Vacco St
Lidcombe Ave
Cogswell
Thienes Ave
Peck Rd
Lerma Rd
Santa Anita Ave
Central Ave
Slack Rd
Durfee
Broadmead St
Fawcett Rd
Cogswell Rd
POMONA FRWY
San Gabriel River
0
900'
1800'
LEGEND
1 NEW TEMPLE PARK SCHOOL
CENTRAL PARK
MINI CENTER
4 COMMUNITY CENTER
5 SHIVELY PARK & SCHOOL
6 SENIOR CITIZEN CENTER
7 MIRAMONTE SCHOOL
8 MONTE VISTA SCHOOL
9 LOMA SCHOOL
BICYCLE LANE
CITY OF SOUTH EL MONTE
General Plan Exhibit 4

South El Monte and Los Angeles County are part of the State's Planning District 8; the largest substate planning area in the United States. Both the State and the County encourage the use of regional parks and recreation areas.

South El Monte is very favorably located with respect to regional open space. The City is immediately north of the Whittier Narrows Recreation Area, and on its western and eastern boundaries are the Rio Hondo and San Gabriel Rivers, respectively. They connect the Whittier Narrows Recreation Area to the Santa Fe Dam Recreation Area located about six (6) miles north of the City. All resource features of these areas are under the jurisdiction of other agencies.

Bicycle trails are designated within the City and connect with other trails in Whittier Narrows and along the river channels. Exhibit 4 illustrates the bicycle path system. Equestrian trails from Whittier Narrows extend uninterrupted as far as Long Beach, Arcadia, and to Santa Fe Dam and San Jose Creek.

The utility transmission corridors and rights of way in the planning area provide another source of regional open space. Permission for use in these areas is by virtue of a grant or a license from the utility.

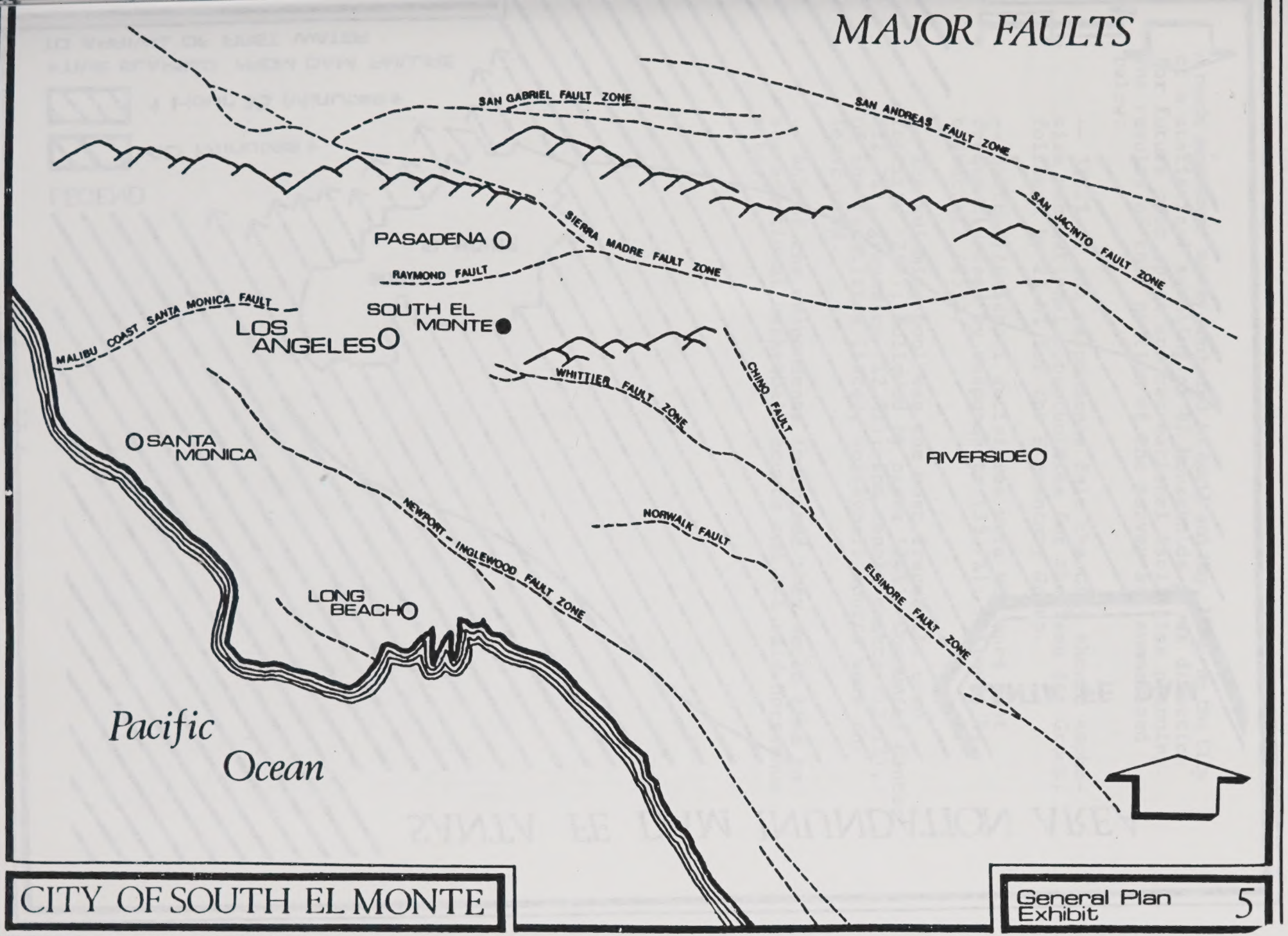
Open Space and Recreation Needs

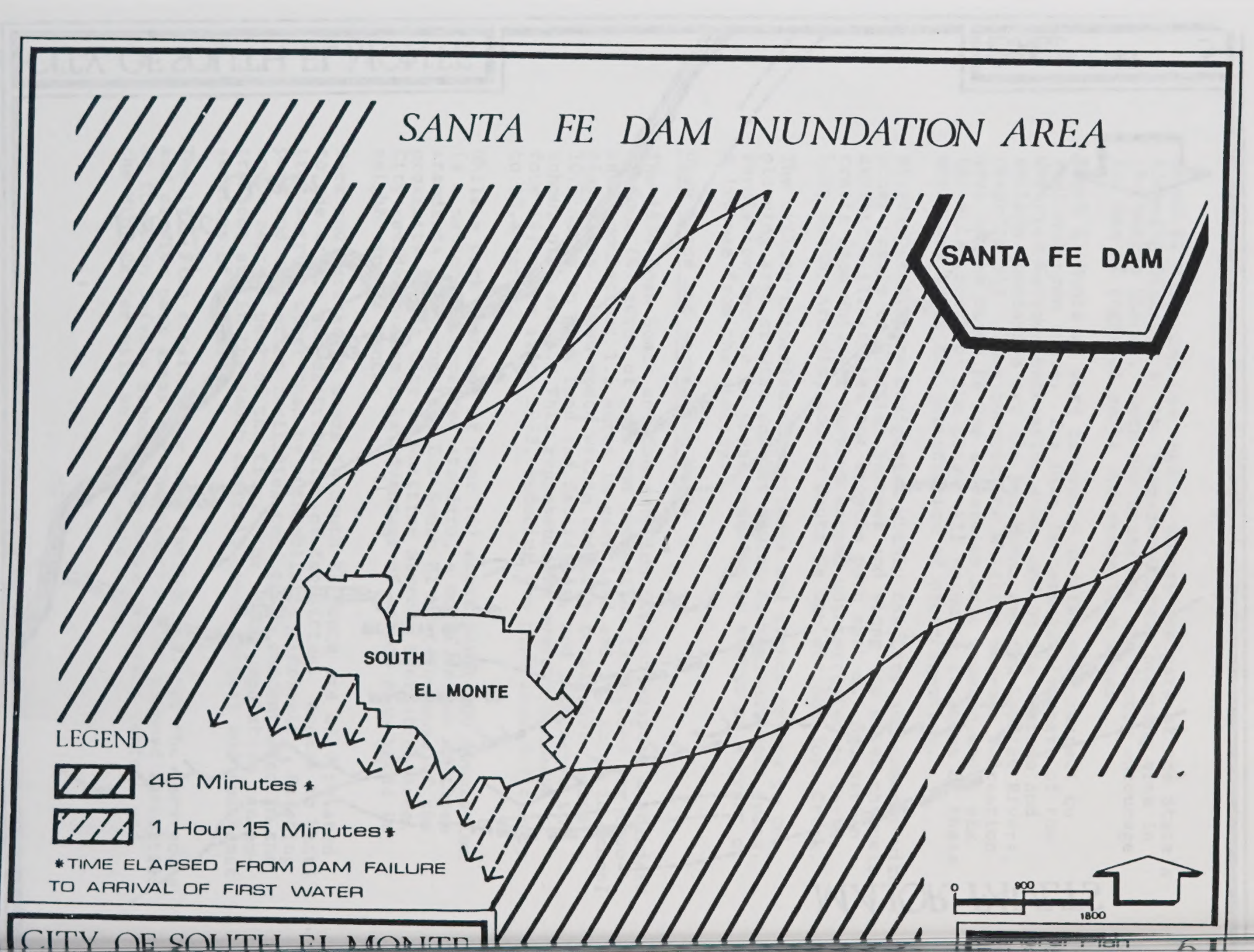
The 1974 Open Space and Conservation Element adopted a standard of four (4) acres of park and recreation facilities per thousand population; 1.5 acres in park land and 2.5 acres in school play areas. Open space within the City totals 40.3 acres; 20.7 acres in park land and facilities, and 19.6 acres in school play areas. This represents an overall increase of four (4) acres since 1973, reducing the park land deficiency to 10.4 acres.

While a park standard of four (4) acres per 1,000 population is a nationally accepted standard, a modification of these standards is appropriate for South El Monte because of the proximity of the City to Whittier Narrows Recreation Area. City residents also take advantage of school play yards in neighboring El Monte.

Park and recreation needs in South El Monte are also related to the nature and distribution of facilities. Access to Whittier Narrows other than by automobile is difficult. Existing park and recreation facilities tend to be concentrated in the south central part of the City. The major population concentrations are in the south central, north central and southeast sections of the City.

The 1974 Plan detailed the need for tot lots for the very young and passive park areas for the elderly. The planned facilities at the Dean Shively School, the Senior Citizens Center, and the Mini-Center will help meet this need.


MAJOR FAULTS
SAN GABRIEL FAULT ZONE
SAN ANDREAS FAULT ZONE
SAN JACINTO FAULT ZONE
SIERRA MADRE FAULT ZONE
PASADENA
RAYMOND FAULT
MALIBU COAST SANTA MONICA FAULT
SOUTH EL MONTE
LOS ANGELES
WHITTIER FAULT ZONE
CHINO FAULT
SANTA MONICA
RIVERSIDE
NEWPORT - INGLEWOOD FAULT ZONE
NORWALK FAULT
ELSINORE FAULT ZONE
LONG BEACH
Pacific Ocean
CITY OF SOUTH EL MONTE
General Plan Exhibit 5


SANTA FE DAM INUNDATION AREA
SANTA FE DAM
SOUTH
EL MONTE
LEGEND
45 Minutes *
1 Hour 15 Minutes *
*TIME ELAPSED FROM DAM FAILURE
TO ARRIVAL OF FIRST WATER
0
900
1800
CITY OF SOUTH EL MONTE

A needs assessment survey conducted in April and May, 1980, by the City of a statistical sampling of 87 households, gives direction for future open space and recreational facilities planning. The results of this portion of the survey are summarized below:

-- 32.2% of the respondents felt the City should emphasize recreational opportunities for the Teen Age Group; followed by 23.0% for the Elementary Group.

-- Softball/baseball activities were the ones most frequently used by respondents (35.7%); followed by basketball (25%).

-- The swimming pool was the most frequently used facility (25%); followed by parks (24%); Community Center (22.7%); gymnasium (12.8%); and tennis courts (12.1%). Of the facilities listed, volleyball courts were the least used.

-- 46% of the respondents indicated they would like to see additional basketball courts and 24% said horseshoe pits.

## ANALYSIS OF GEOLOGIC, SEISMIC AND PUBLIC SAFETY HAZARDS

### Geologic and Seismic Setting

The South El Monte planning area is located on the lower floodplain of the Rio Hondo-San Gabriel River system. The terrain is nearly flat, exhibiting a low gradient of approximately 25 feet per mile to the southwest. The soil under the City is alluvium more than 2,000 feet thick composed of geologically young stream deposits of moderately to poorly consolidated layers of sand, gravel and silt stone.

Groundwater levels have historically been high in the area. In 1940, the water table was no more than 10 feet below the surface over most of the area that is now the City. Beginning in the late 1940's, the level began to slowly drop, presumably due to local pumping for domestic and agricultural use. The level continued to drop until it was temporarily raised by three exceptionally wet years in the late 1960's. The level has been dropping again since 1970. The shallower water exists in the southwesterly section of the City where it generally ranges from 10 to 25 feet and deeper to the northeast where it ranges from 25 to 50 feet deep.

South El Monte has not been included in any of the high earthquake risk Special Studies Zones identified by the State Geologist under the Alquist-Priolo Geologic Hazards Zone Act of 1972. Exhibit 5 shows the location of surface faults in the Los Angeles Area.

The most likely major seismic events to affect the South El Monte area within the next 50 to 200 years should occur as the result of movement along either the San Andreas, the Newport-Inglewood or the Sierra Madre (including the Raymond Hill Fault) Fault Zones; all of which are considered active faults. Two (2) potentially active faults, the Rio Hondo and the Workman Mill, are projected to be near South El Monte but seismic risk from these faults is considered minimal. Table 3, developed for the City's 1974 Seismic Safety Element, evaluates the effect of the maximum probable earthquake in the South El Monte area.

Another possible consequence of seismic activity in the Los Angeles Area is dam failure and the resulting inundation of water. Two (2) dams in Los Angeles County, the Santa Fe Dam and the Santa Anita Dam, could effect South El Monte in this way.

The Los Angeles County Sheriff's Department, Temple City Substation, through the direction of the State Office of Emergency Services, is responsible for dam failure evacuation planning for South El Monte and the surrounding area. Exhibit 6 shows the location of potential inundation areas and the designated evacuation routes.

TABLE 3
MAXIMUM PROBABLE EARTHQUAKES

| rthquake | Distance From Causative Fault (Miles) | Magnitude[1] | Maximum Horizontal Peak Acceleration[2] | Predominant Periods (Seconds)[3] | Probable Duration (Seconds)[3] |
|---|---|---|---|---|---|
| n Andreas Fault | 30-32 | 8 | 0.2-0.25g | 0.45 | 50 |
| erra Madre Fault | 8-10 | 6.5-7 | 0.30g | 0.3 | 30 |
| wport-Inglewood | 16-18 | 6.5-7 | 0.25-0.30g | 0.3 | 30 |

Richter Scale measurement
Base rock motion (Schnabel & Seed, 1972)
Seed, Idriss & Kiefer, 1969

Fire Setting

South El Monte is an urbanized community within the urban San Gabriel Valley. While there are no wildland areas in or near the City, the Whittier Narrows Recreation Area to the south contains 1,092 acres of open space parkland, mostly grass covered. Most residential structures within the City are of wood frame and stucco construction. Dwelling units are intermixed with industrial buildings at several locations in the City.

There are over 200 metal buildings in the City used primarily by industry. The metal walks of these buildings offer little fire protection and, in response, the City enacted an ordinance in 1966 aimed at phasing out the use of such buildings within 20 years. To meet this goal, the City, in 1980, is engaged in a program in conjunction with local industry designed to show that metal building replacement is profitable economically to industry while reducing fire hazards in the area.

Many industrial firms in the City work with potentially dangerous chemicals and flammable liquids. In addition to fire, the improper use, storage, transport, or disposal of such materials can pose a potential danger to public health and safety. The specific chemicals that are stored and/or used in the City are unknown.

South El Monte contracts with Los Angeles County for fire protection. The County maintains Station 90 in the City at the corner of Rush and Edwards Streets. The first alarm response capacity is three (3) triple combination pumpers, one (1) ladder truck and a rescue squad, with more units readily available as required from surrounding areas. The overall fire defense grade for the City is 4 (based on a scale from 2 to 10 with 2 being the best rating).

## The South El Monte Emergency Plan

The City's Emergency Plan was prepared in the early 1970's and amended once in 1976. It's primary emphasis is on nuclear attack rather than geologic, seismic and other public safety hazards. The Plan is lengthy, not well organized and does not coordinate with other emergency preparedness plans prepared by the State Office of Emergency Preparedness and the County of Los Angeles.

## Criteria for Risk Assessments

The risks associated with seismic occurrences are dependant on a variety of factors. While no part of California is immune from earthquakes, some parts experience a lower risk because of all or a combination of the following:

1. Low population
2. Solid bedrock at ground surface
3. Long distance from known active faults

The amount of risk an area is in from geologic, seismic and public safety hazards depends on the identification of:

1. Geologic conditions
2. Structural conditions
3. The location and characteristics of essential facilities
4. The location of community facilities
5. The condition of dams, levees and floodable areas

Webster's definition of risk is "the chance of injury, damage, or loss; dangerous chance, hazard", including "the degree of probability of loss". The State General Plan Guidelines further clarify the definition:

> Acceptable Risk - The level of risk below which no specific action by local government is deemed necessary, other than making the risk known.
>
> Unacceptable Risk - The level of risk above which specific action by government is deemed necessary to protect life and property.

Table 4 lists twelve hazards and assesses the level of risk they pose to South El Monte based on the preceding analysis of geologic, seismic and public safety hazards. The policy program identifies government action necessary to protect life and property from hazards with unacceptable levels of potential risk. Specific government action is not indicated for those hazards with acceptable levels of potential risk; however, these hazards are still considered in long term public safety planning.

TABLE 4
GEOLOGIC, SEISMIC AND PUBLIC
SAFETY HAZARDS ASSESSMENT

| Hazard | Minimal Risk: Unlikely to Occur | Potential Risk | Level of Potential Risk | |
|---|---|---|---|---|
| | | | Acceptable | Unacceptable |
| rface Rupture | x | | | |
| ɔundshaking | | x | x | |
| ɔund failure - iiquifaction | | x | x | |
| ınamis, seiches | x | | | |
| ı failure - ınundation | | x | | x |
| ɔpe instability<br>ıff erosion<br>ɔsidence<br>ıdland fires | x<br>x<br>x<br>x | | | |
| ɔan fires | | x | | x |
| ıic and hazardous ıaterials | | x | | x |
| ɔoding | | x | | x |

## POLICY PROGRAM

To meet the goals of the Environmental Elements, the City of South El Monte shall:

POLICY 1: ENCOURAGE THE DEVELOPMENT OF A LONG RANGE PLAN FOR MAINTENANCE AND IMPROVEMENTS OF EXISTING PARKS AND ACQUISITION AND DEVELOPMENT OF NEW PARKS.

ACTION: Encourage the participation of neighborhood residents in the planning process.

ACTION: Aggressively pursue grant funding for parks and recreational facilities.

DISCUSSION: The City is eligible to receive funding under the Urban Open Space and Park Program (SB174) through 1982. The Land and Water Conservtion Fund and other grants programs award money on a competitive basis. A long range plan speeds the application process and provides a solid basis for grant awards.

ACTION: Investigate the possibilities of locating new parks in other populated areas of the City.

POLICY 2: PROVIDE ADEQUATE RECREATION FACILITIES AND PROGRAMS FOR ALL CITIZENS.

ACTION: Encourage the development of private recreational facilities in the City.

ACTION: Promote cooperation between all community agencies, including the school system, to ensure that all available park and recreational resources within the City boundaries are used to their fullest.

ACTION: Encourage specific program planning with the County in Whittier Narrows Recreation Area, particularly in those parts of the park adjacent to the City.

ACTION: Investigate the possibilities of coordinating some recreation activities with the City of El Monte to better serve South El Monte residents in areas adjacent to that City.

POLICY 3: COOPERATE WITH AND SUPPORT THE CONSERVATION AND RECLAMATION EFFORTS OF THE AGENCIES RESPONSIBLE FOR NATURAL RESOURCES IN THE REGION.

ACTION: Continue to cooperate with Los Angeles County, the Regional Water Control Board, and other responsible agencies to protect the local ground water supply from contamination by waste materials.

ACTION: Support expansion of the Whittier Narrows Reclamation Plant as demand increases for new sewage treatment capacity.

ACTION: Encourage County efforts to maintain designated parts of the Whittier Narrows Recreation Area and associated river channels in a natural condition for hiking, horseback riding, nature observation and similar activities.

ACTION: Continue to oppose any efforts aimed at designating any part of Whittier Narrows Recreation Area in any cities sphere of influence; as officially described by the Local Agency Formation Commission (LAFCO).

DISCUSSION: LAFCO's sphere of influence designations can be used as a first step for city annexations. This type of activity would not be in the best interest of long term conservation of the Whittier Narrows Area.

ACTION: Support green belt uses, horse stabling, and recreational uses in utility transmission corridors for the maintenance of open space.

POLICY 4: SUPPORT THE INTENT AND GOALS OF THE STATE SCENIC HIGHWAY PROGRAM TO DESIGNATE AND PROTECT SIGNIFICANT SCENIC ROUTES.

POLICY 5: ENCOURAGE REGIONAL DISASTER PREPAREDNESS PLANNING TO ASSURE A COORDINATED RESPONSE EFFORT IN THE EVENT OF AN EMERGENCY OR DISASTER SITUATION.

ACTION: Support the Emergency Preparedness Commission for the County and Cities of Los Angeles in coordinating county-wide and multi-jurisdiction emergency plans and drills for response to earthquake, tsunami, and dam failure.

ACTION: Promote and seek support of the Emergency Preparedness Commission from other cities in the West San Gabriel Valley region.

ACTION: Monitor the recommendations of the Governor's Earthquake Council and Seismic Safety Commission to assure coordinated state-wide planning.

POLICY 6: ENCOURAGE PARTICIPATION IN REGIONAL, STATE, AND FEDERAL EMERGENCY PREPAREDNESS ACTIVITIES.

ACTION: Support legislation requiring that earthquake disaster drills be practiced regularly in all public and private elementary, intermediate, and secondary schools.

ACTION: Participate in periodic disaster drills to improve interagency and interjurisdictional coordination.

POLICY 7: PROMOTE MEASURES THAT CAN BE TAKEN BEFOREHAND TO MINIMIZE THE EFFECTS OF SEISMIC AND PUBLIC SAFETY HAZARDS.

ACTION: Continue to enforce the City Municipal Code with regard to building standards, fire and explosion hazards, and liquid or solid waste.

ACTION: Be alert for complaints dealing with the use, storage or disposal of potentially toxic or hazardous materials and follow through.

ACTION: Review the placement of fire hydrants throughout the City and make recommendations for additional hydrants according to specifications and standards set by Los Angeles County and the Insurance Service Organization (ISO).

ACTION: Continue to encourage cooperation between the public and private sectors in demonstrating ways to comply with the City ordinance requiring the removal of existing metal structures by 1986.

ACTION: Consider seismic risk and dam proximity in the future site selection process for vital public facilities.

ACTION: Actively support efforts to inspect dams and evaluate dam safety requirements.

POLICY 8: MAINTAIN AN UP-TO-DATE CLEARLY WRITTEN DETAILED EMERGENCY PLAN.

ACTION: Revise the City's Emergency Plan to deal equally with seismic safety, fire and flood hazards, and nuclear defense.

DISCUSSION: In particular, the plan should identify:

1. Levels of official responsibility
2. Alternative systems of water supply, power, communication, and medical care for emergency use
3. Protected structures to be used as command centers, giving their location, inventory of available facilities, and intended function
4. Evacuation routes

The Plan should have a procedures manual approach and be coordinated with the Dam Failure Inundation Plan and the County's Emergency Plan.

ACTION: Revise the City's Emergency Plan to include procedures for providing assistance to residents unable to leave their homes in the event of an order to evacuate.

DISCUSSION: Before evacuation officials can assist the handicapped, they must be located. A list of addresses should be prepared. This list could also identify the type of handicap the person or persons has and the type of special equipment, such as a wheelchair, that would be needed.

POLICY 9: PROMOTE CONTINUED PUBLIC AWARENESS CONCERNING EMERGENCY PROCEDURES FOR SOUTH EL MONTE CITIZENS AND PUBLIC OFFICIALS.

ACTION: Continue to prepare and make available a list of emergency phone numbers South El Monte residents can stick on or near their telephone.

ACTION: Organize and publicize a media campaign for disaster preparedness and emergency procedures.

ACTION: Change the job title of Civil Defense Coordinator to Emergency Preparedness Official.

POLICY 10: PROVIDE THE MANAGEMENT AND PERSONNEL RESOURCES NECESSARY TO CARRY OUT THE ACTION PROGRAM OF THE ENVIRONMENTAL ELEMENTS.

ACTION: Under the direction of the City Manager, monitor the progress of the action program on an annual basis through the offices of the Director of Community Development and Planning.

# NOISE ELEMENT OF THE GENERAL PLAN 2000

CITY OF SOUTH EL MONTE
ADOPTED MAY 14, 1981

Prepared By:

J.J. VAN HOUTEN &
ASSOCIATES, INC.
1784 West Lincoln Avenue
Suite D
Anaheim, California 92801
(714) 635-9520
August, 1980

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## SUMMARY OF THE ELEMENT

The purpose of the Noise Element of the General Plan is to identify, measure, and propose solutions for the sources of intrusive noise throughout the City of South El Monte. This is done by the City in recognition of the fact that noise, particularly excessive levels of noise, can have a detrimental affect on the health and welfare of its citizens, and to comply with State mandates.

To determine the level of noise in South El Monte, measurements were taken at nineteen (19) locations throughout the City. Particular emphasis was placed on residential locations adjacent to the Pomona Freeway and on residential locations adjacent to commercial/industrial areas because of the intrusive nature and the level of the noise involved.

These measurements indicate the following:

1. Noise levels at residential locations adjacent to the Pomona Freeway are greatly in excess of accepted standards and may constitute a health hazard.

2. Commercial/industrial operations do not, in general, produce excessive levels of noise at near-by residential locations.

3. Traffic noise from major arterials, particularly Durfee Avenue, Rush Street, and Merced Avenue, produce levels in excess of accepted standards. Residences located adjacent to these sites are exposed to undesireable levels of noise.

In recognition of these problems and to prevent future ones from developing, a policy program is developed as follows:

1. Noise barriers should be constructed along the Pomona Freeway.

2. The City should consider planning guidelines which include noise control for all new residential developments within noise-impacted areas.

3. The City should develop a policy of noise abatement and control of the commercial/industrial activities within the City such that intrusive noise is limited to acceptable standards.

4. The City should consider noise control requirements for all new equipment procedures.

5. Future projects within the City should reflect consciousness on the part of the City regarding the reduction of unnecessary noise near noise-sensitive areas such as parks, hospitals, libraries, convalescent homes, etc.

6. The City should require that ALL new residential buildings or structures be designed to comply with the requirements of California's noise insulation standards.

7. The City's Noise Ordinance should be reviewed and expanded to reflect changes in public consciousness concerning noise.

8. The City should implement a review process concerning its policy and regulations affecting noise.

9. The City should encourage its agencies and employees to observe the State and Federal Occupational Health and Safety Noise Standards.

10. The City should encourage the enforcement of regulations such as the State Vehicle Code noise standards for automobiles, trucks and motorcycles operating within the City as well as any contractual agreements pertaining to noise.

# NOISE ELEMENT

## INTRODUCTION

Physical health, psychological stability, social cohesion, property values, and economic productivity are factors affecting excessive amounts of noise. Noise, as it has been simply defined, is "unwanted sound". It is an undesirable by-product of transportation elements and commercial activities within the community that permeates man's environment and causes disturbance. The full effect of such noise on the individual and the community will vary with its duration, its intensity, and the tolerance level of the individual.

Recognizing the increasing human and environmental impacts of noise pollution, and the impact local agency land use and circulation plans have on the community environmental quality, the California Legislature in 1972 mandated that a Noise Element be included as part of the City and County General Plans*.

In response to this mandate, South El Monte adopted a Noise Element in 1974. The Noise Element of the General Plan 1980-2000 updates the 1974 findings and meets additional State mandates enacted since 1972.

## PURPOSE

The purpose of the Noise Element is to serve as an official guide to the City Council, the Planning Commission, City departments, individual citizens, businessmen, and private organizations concerned with noise pollution within the City of South El Monte. The Element provides a reference to be used in connection with actions on various public and private development matters, as required by law. The Element includes definitions, objectives, policies, standards, criteria, programs, and maps which are to be used when decisions are made affecting the noise environment within the City of South El Monte.

It is utilized to establish uniformity of policy and direction within the City concerning actions to eliminate or minimize noise pollution and for decision making regarding proposals which may have an impact on the City's environment.

* Guidelines have been prepared as a result of Senate Bill 860(A) (effective January 1, 1976) by the office of Noise Control, State Department of Health, concerning the specific requirements for a Noise Element which is responsive to the code.

SUMMARY OF NOISE SOURCES IN THE CITY OF SOUTH EL MONTE,
THEIR IMPACT, AND POSSIBLE CITY ACTIONS IN NOISE REDUCTIONS

| SOURCE | DESCRIPTION | ASSESSMENT OF IMPACT | METHOD OF NOISE REDUCTION | ACTION OF CITY | RESPONSIBILITY |
|---|---|---|---|---|---|
| Freeway Traffic Noise | Traffic noise levels as high as 95 dB(A) are excessive when experienced at residential locations in proximity to the Pomona Freeway. | CNEL values at residential locations bordering the freeway greatly exceed 65 dB(A). Recognized standards indicate that these exposures are excessive and that some locations may be undesirable for residential use. | The construction of noise barriers adjacent to the Pomona Freeway, funding to be provided by Cal Trans. | Initiate proceedings for barrier construction. An acoustical analysis is to be required of new residential developments within the 60 dB CNEL contour of the freeway. | Department of Planning and Community Development in cooperation with Cal Trans. |
| Commercial/ Industrial Noise Producing Elements | Industrial air conditioning equipment may produce noise levels to 75 dB(A) at nearby residential locations. Trucking operations at the locations may produce levels to 80 dB(A) and manufacturing noises may exceed 65 dB(A) at residential locations. | In general, commercial/industrial noise within the City is not considered excessive except where residential locations are adjacent to those sites. In these cases, the CNEL value may exceed 65 dB(A). | Encourage zoning and development activities which provide a heavy buffer between industrial/commercial and residential zones (e.g., noise barriers, light industrial activities, commercial centers). | The adoption and effective implementation of a noise ordinance will insure that fixed sources of noise will remain at acceptable levels. Current levels should be monitored and corrected if necessary. | Department of Planning and Community Development. |
| Traffic Noise from Major Arterials | Traffic noise levels as high as 70 dB(A) on Durfee, 69 dB(A) on Rush, 68 dB(A) on Rosemead, and 66 dB(A) on Merced are excessive when | CNEL values at residential locations bordering Rosemead Boulevard exceed 65 dB(A). Recognized standards indicate that these exposures | Barriers should be constructed or buildings located to reduce the exterior noise of of new residential development. | Monitor noise levels at existing residential locations adjacent to Rosemead to insure that the 65 dB(A) standard is met. Future planning | Department of Planning and Community Development in cooperation with Cal Trans. |

SUMMARY OF NOISE SOURCES IN THE CITY OF SOUTH EL MONTE,
THEIR IMPACT, AND POSSIBLE CITY ACTIONS IN NOISE REDUCTIONS

| SOURCE | DESCRIPTION | ASSESSMENT OF IMPACT | METHOD OF NOISE REDUCTION | ACTION OF CITY | RESPONSIBILITY |
|---|---|---|---|---|---|
| Traffic Noise from Major Arterials (Continued) | experienced at residential locations in proximity to these arterials. | are excessive and that some locations may be undesirable for residential use. | | and development should discourage the increase of traffic on Durfee-Peck, Rush, and Merced, and encourage routing to other arterials. | |
| Construction Activity | Noise level of construction operations approach 100 dB(A) at distances to 50' and about 80 dB(A) at locations to 500'. | Minimal impact for two or three months of activity during daytime hours. | Heavy construction should be limited to the weekday hours (7am-6pm) with minimal activity on weekends. | Noise of construction equipment should be considered in the procurement of equipment by the City departments. | Department of Planning and Community Development. |
| Schools, Hospitals, and Parks | Noise at these locations is generated by traffic on the arterials adjacent to the area. | In general, the noise levels at most locations are not considered excessive. | Noise should be a consideration in the selection or relocation of school sites and parks within the City. | All road widening or alterations adjacent to the schools should involve a noise assessment and impact study to insure that the interior levels of the classrooms are not impacted. | Department of Planning and Community Development. |

## DEFINITIONS

The following common terms will be used throughout the Noise Element and so will be defined here.

Ambient Noise - Ambient noise is the all-encompassing noise associated with a given environment, being usually a composite of sounds from many sources near and far.

A-Weighted Sound Pressure Level, dB(A) - A unit of sound measure in which a single number represents the human ear's response to sound. This is accomplished by a weighting network within the sound level meter which allows it to more closely approximate the response of the human ear to noise. Sound level meters with an A-Weighted scale are used for community noise measurements with units being expressed as dB(A).

Community Noise Equivalent Level (CNEL) - A cumulative measure of community noise exposure for a 24-hour day using the A-weighted sound level and expressed in dB(A). CNEL takes into account the lower tolerance of people to noise during evening and nighttime periods. (See the Noise Evaluation Section for a more thorough definition.)

Day-Night Average Sound Level (Ldn) - A 24-hour A-weighted cumulative noise exposure method similar to CNEL but only applies a time of day weighting to the nighttime period (10:00 p.m. to 7:00 a.m.). Ldn is approximately 1/2 dB lower than the estimated CNEL values and can be considered synonymous with CNEL. Ldn has been adopted by the U. S. Environmental Protection Agency (EPA) as the measure of noise exposure.

Decibel (dB) - A measure of sound pressure level that gives a good approximation to the human perception of relative loudness.

Maximum Noise Level - The maximum instantaneous level that occurs during a specified time interval. In acoustics, maximum sound pressure is understood to be for single events unless some other kind of level is specified.

Noise - Annoying, harmful, or unwanted sound.

Noise Attenuation - The ability of a material substance or medium to reduce the noise level (acoustic) from one position to another. Noise attenuation is specified in decibels (dB) as a noise transmission loss.

Noise Contours - A line connecting points of equal noise level as measured on the same scale.

Noise Impacted Areas - A specific area exposed to substantial levels of noise, usually described by a cumulative exposure rating scale.

Noise-Sensitive Land Uses - Noise-sensitive land uses include, but are not limited to: residential, schools, libraries, hospitals, churches, unsoundproofed offices, hotels, motels, and outdoor recreation areas. These typify land uses whose suitability is restricted by intrusive noises, hence are termed "noise-sensitive". Noise sensitivity factors include: interference with speech communication, subjective judgment of noise acceptability and relative noisiness, need for freedom from noise intrusion, and sleep interference criteria.

Sound - As used herein, a reaction in the ear caused by mechanical radiant energy of a source transmitted by longitudinal pressure waves in air or other elastic medium.

Sound Level Meter - A measurement instrument containing a microphone or amplifier, an output meter, and one or more frequency weighting networks which is used for the determination of noise and sound levels.

## GOALS STATEMENT

1. To establish the appropriate standards and the related technological base for the adoption of a Noise Control Ordinance similar to that now being enforced by the County of Los Angeles.

2. To provide sufficient information concerning the community noise environment so that noise may be effectively considered in the land use planning process and the continuing enforcement of the City Council's policy concerning noise control in residential construction.

3. To develop strategies for abatement of excessive noise exposures.

4. To protect those existing regions of the City for which noise environments are deemed acceptable and also those locations throughout the City deemed "noise sensitive".

5. To establish the community noise environment, in the form of noise contours for local compliance with the State mandated Noise Insulation Standards.

6. To encourage the reduction of noise from all sources such as motor vehicles, industrial/commercial activity, and home appliances.

7. To promote increased public awareness concerning the affects of noise and provide methods by which the public may assist in reducing noise.

The sections that follow will discuss the methods used to measure and analyze the noise environment of South El Monte. Results of the analysis will then be compared with accepted standards to determine where the City is affected by adverse levels of noise. This will lead to a description of a policy and action program designed to eliminate these adverse levels and prevent future problems from occurring.

## NOISE EVALUATION AND MEASUREMENT

A description of the character of a particular noise requires at least the following:

1. Amplitude and amplitude variation of the acoustic wave;

2. Frequency (pitch) content of the wave motion; and

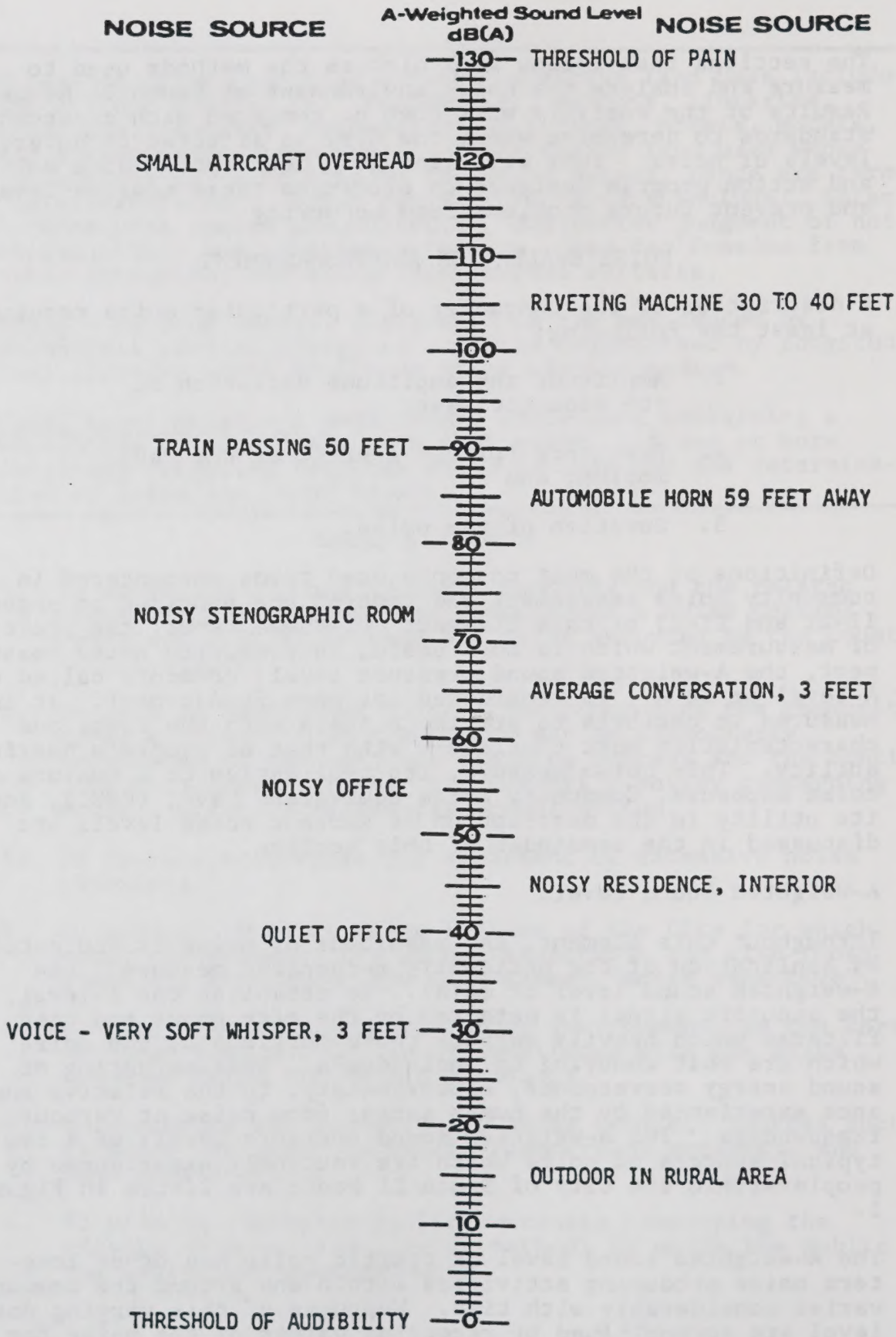
3. Duration of the noise.

Definitions of the most commonly used terms encountered in community noise assessment and control are provided on pages II-22 and II-23 of this Element. Of these terms, the scale of measurement which is most useful in community noise measurement, the A-weighted sound pressure level, commonly called the A-level or dB(A), is considered the most fundamental. It is measured in decibels to provide a scale with the range and characteristics most consistent with that of people's hearing ability. This noise measure, its application to a measure of noise exposure, Community Noise Equivalent Level (CNEL), and its utility in the description of ambient noise levels are discussed in the remainder of this section.

### A-Weighted Sound Level:

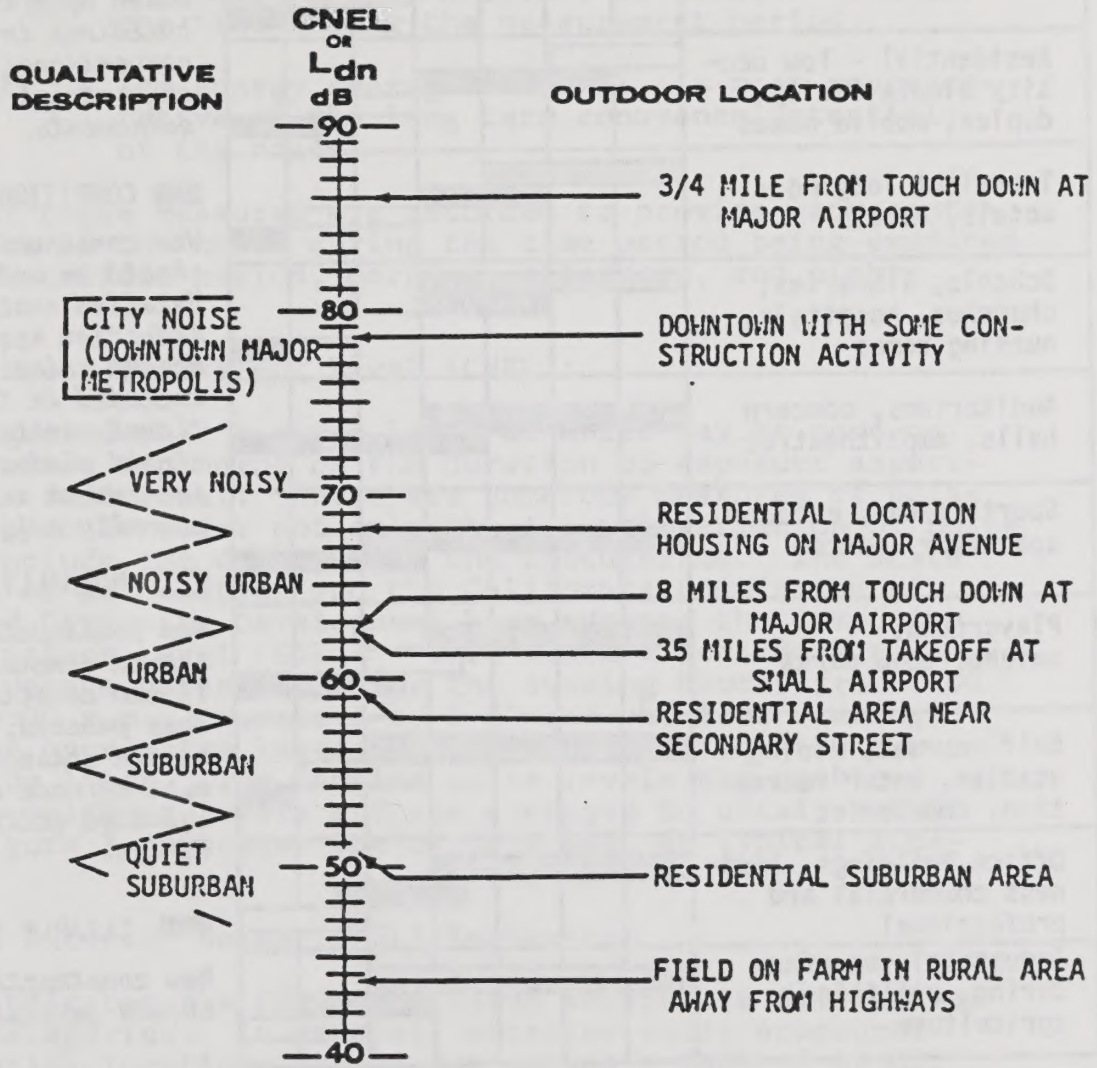
Throughout this Element, the magnitude of noise is indicated by application of the nationally recognized measure: the A-weighted sound level or dB(A). To establish the A-level, the acoustic signal is detected by the microphone and then filtered which heavily weights those portions of the noise which are most annoying to individuals. This weighting of sound energy corresponds, approximately, to the relative annoyance experienced by the human senses from noise at various frequencies. The A-weighted sound pressure levels of a few typical sources of noise which are routinely experienced by people within the City of South El Monte are listed in Figure 1.

The A-weighted sound level of traffic noise and other long-term noise producing activities within and around the community varies considerably with time. Measures of this varying noise level are accomplished by recording values of the noise for a specified period of time. An analysis of these recordings yields the A-level values of noise which are useful in assessing the potential annoyance of the disturbance. For the purposes of this study, the following values have been used:




Representative Noise Sources and Sound Levels

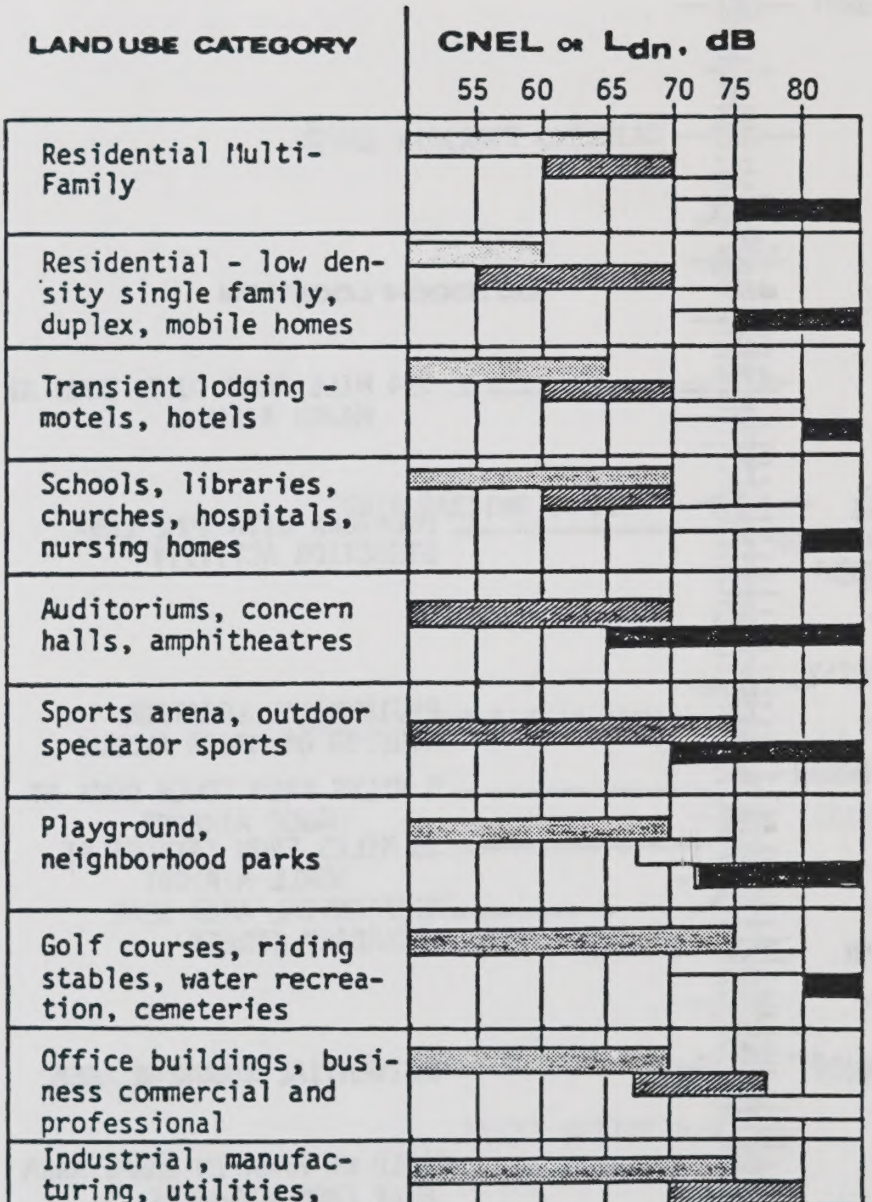
FIGURE 1




SOURCE: In part taken from, "Information on Levels of Environmental Noise...", U.S. Environmental Protection Agency, 550/9-74-004, March 1974.

Outdoor Noise Exposures at Various Locations

FIGURE 2


LAND USE CATEGORY
CNEL or Ldn, dB
55 60 65 70 75 80
Residential Multi-Family
Residential - low density single family, duplex, mobile homes
Transient lodging - motels, hotels
Schools, libraries, churches, hospitals, nursing homes
Auditoriums, concern halls, amphitheatres
Sports arena, outdoor spectator sports
Playground, neighborhood parks
Golf courses, riding stables, water recreation, cemeteries
Office buildings, business commercial and professional
Industrial, manufacturing, utilities, agriculture
INTERPRETATION
NORMALLY ACCEPTABLE
Specified land use is satisfacto based upon the assumption that a buildings involved are of normal conventional construction, witho any special noise insulation requirements.
CONDITIONALLY ACCEPTABLE
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made an needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supp systems or air conditioning will normally suffice.
NORMALLY UNACCEPTABLE
New construction or development should generally be discouraged. If new construction or developmen does proceed, a detailed analysis of the noise reduction requiremen must be made and needed noise insulation features included in the design.
CLEARLY UNACCEPTABLE
New construction or development should generally not be undertake

SOURCE: In part taken from "Aircraft Noise Impact Planning Guidelines for Local Agencies", U.S. Dept. of Housing and Urban Development, TE/NA-472, November 1972.

Land Use Compatibility for Community Noise Environments

FIGURE 3

$L_{90}$ - the near minimum A-level, 90% of the time the A-level is greater than this value.

$L_{50}$ - The central tendency of A-level, this value is exceeded 50% of the time during the measurement period.

$L_{10}$ - The near maximum A-level, is exceeded 10% of the time during the measurement period.

$L_{eq}$ - The energy averaged A-level, is most representative of the long term annoyance potential of the noise.

Readings of these measures are recorded to provide representative samples of the noise during the time period being examined (i.e., peak-traffic period, morning, afternoon, and night, etc.).

Community Noise Equivalent Level (CNEL):

It is recognized that a given level of noise may be more or less tolerable, depending on the duration of exposure experienced by an individual. There are numerous measures of noise exposure which consider not only the A-level variation of noise but also include the duration of the disturbance. The State Department of Aeronautics and the California Commission of Housing and Community Development have adopted the Community Noise Equivalent Level (CNEL). This measure considers a weighted average noise level for the evening hours, from 7:00 p.m. to 10:00 p.m., increased by 5 dB and the late evening and morning hour noise levels, from 10:00 p.m. to 7:00 a.m., increased by 10 dB. The daytime noise levels are combined with these weighted levels and are averaged to obtain a CNEL value. Figure 2 indicates the outdoor CNEL at typical locations.

Acceptable Exterior Noise (CNEL) Exposures:

Figure 3 indicates the CNEL considered acceptable for various land use categories. In general, exterior noise exposures at residential locations should not exceed a CNEL of 65 dB.

The U.S. Environmental Protection Agency has promulgated a recommended policy for exterior noise exposures which in effect suggest that a CNEL which is no greater than 55 dB should be permitted within exterior living spaces. However, they emphasize that this level of exposure may not be economically feasible, nor, in many cases, be a practical level to achieve.

Acceptable Interior Noise (CNEL) Exposures:

California's Noise Insulation Standards were officially adopted by the California Commission of Housing and Community Development in 1974 and became effective on August 22, 1974*. The ruling states that "Interior Community Noise Equivalent Levels (CNEL) attributable to exterior sources shall not exceed an annual CNEL of 45 dB in any habitable room". Additionally, the Commission specified that residential buildings or structures to be located within exterior Community Noise Equivalent Level contours of 60 dB or greater of an existing or adopted freeway, expressway, parkway, major street thoroughfare, railroad or rapid transit line, and industrial noise source shall require an acoustical analysis showing that the building has been designed to limit intruding noise to the levels prescribed (interior CNEL of 45 dB).

Annoyance and Health Considerations:

In general, it must be recognized that noise is objectionable and under certain conditions may affect the average individual in any of the following ways:

-- General hearing loss or damage.
-- Impaired hearing for speech communication.
-- Interface with one's ability to understand oral communication.
-- Sleep interference.
-- Contributes to nervousness and tension.

Noise levels which exceed 85 dB(A) are generally considered to contribute to hearing loss. When experienced for long durations during each working day, an individual may experience severe temporary or even permanent hearing loss. State and Federal Health and Safety Regulations currently protect workers at levels of exposure which exceed 90 dB(A) for each eight (8) hour work day.

Speech communication and speech intelligibility are impaired and may even become impossible at levels from 65 to 70 dB(A). Generally accepted standards consider noise levels which are no greater than 45 dB(A) to be acceptable for sleeping spaces.

## NOISE SURVEY RESULTS

Various locations within the City of South El Monte were surveyed in August, 1980, to establish the existing levels of noise. These measurement sites were selected to determine the noise impact on residential areas due to traffic on major arterials (including the Pomona Freeway), and industrial noise from adjacent properties. A total of 19 noise measurements were obtained, four (4) of which were 24 hour samples. The measurement locations and the noise levels measured at each of them are listed in Appendix V.

* California Administrative Code, Title 25, Section 1092.

These measurements provide a definition of the overall noise environment of South El Monte. The following provides an inventory of noise sources measured in the City:

| Noise Source | Range of Noise Levels |
|---|---|
| Light Aircraft Fly Over (altitude 2,000') | 50 to 75 dB(A) |
| Truck Leaving Plant or Private Property at 50' | 72 to 80 dB(A) |
| Trash Pick-up at 100' | 75 to 95 dB(A) |
| Helicopter Fly Over (altitude 200') | 85 to 95 dB(A) |
| Truck on City Streets at 50' | 75 to 90 dB(A) |
| Transit Bus at 50' | 71 to 75 dB(A) |
| Motorcycles at 50' | 65 to 90 dB(A) |
| Sports cars at 50' | 65 to 85 dB(A) |
| Traffic on Main Arterials at 50' | 65 to 75 dB(A) |
| Traffic on Freeway at 50' | Refer to Figure 6 |

## FINDINGS

The most significant noise producing activity within the City involves the transportation elements: arterials, freeways, and to a much lesser extent, aircraft fly overs. In addition, numerous fixed sources of noise exist within portions of the City. Representative samples of these various noise producing elements have been obtained and are listed in the summary of noise measurement data in Appendix V. From these measurements, complimenting analytical procedures, and traffic projections to 1990/1995, noise exposure contours have been derived for the City and noise impact zones are identified.

### Community Noise Equivalent Level (CNEL) Contours:

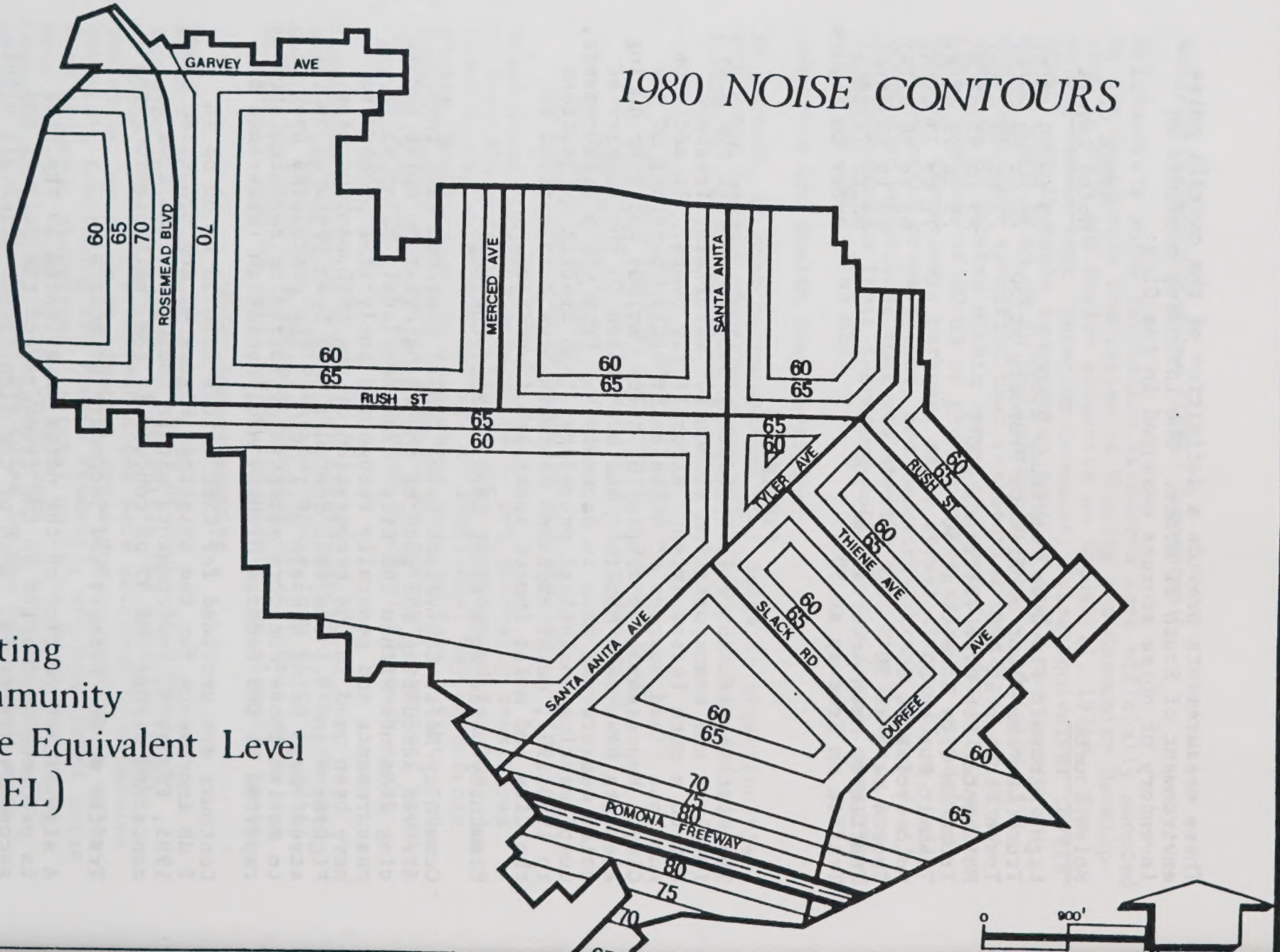
Community Noise Equivalent Level (CNEL) contours have been derived accounting for each of the transportation noise producing elements within the City. The previously cited noise measurements and generally recognized analytical procedures have been used in the preparation of the CNEL contour maps, Figures 4 and 5. The CNEL contours have been prepared on City street maps using a scale of 1"=600'. The procedures used to derive these contours essentially relies on research studies reported by the Federal Highway Administration (Reference 6).

Contours are provided for CNEL values from 60 to 80 dB in 5 dB increments for the existing, Figure 4, and projected 1990/1995, Figure 5, environments within the City. The zone contained within the 65 dB contour is the "noise impact zone".

### Traffic on the Primary and Secondary Arterials:

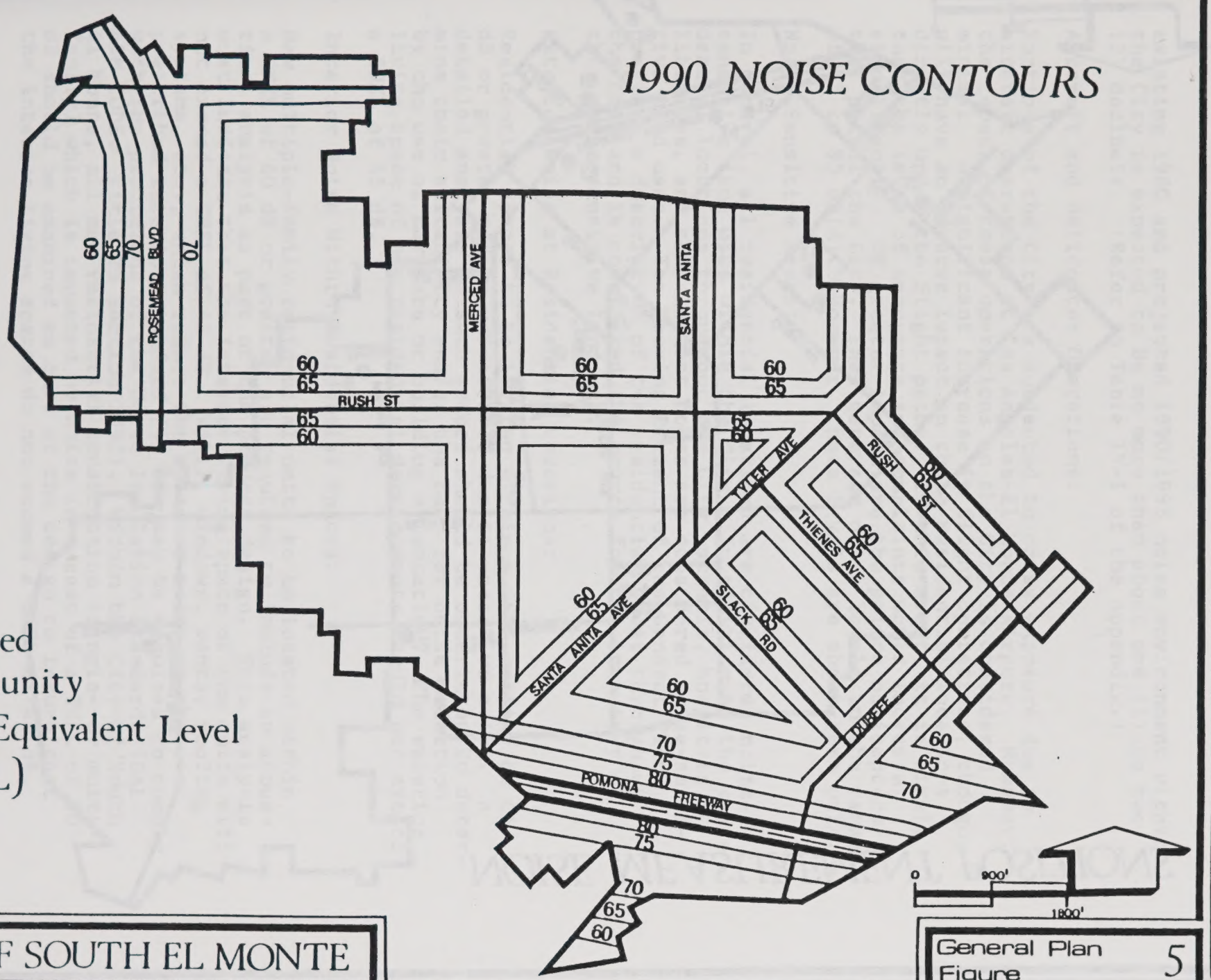
A significant portion of the noise experienced in the City is produced by traffic on the freeways and the primary and secondary arterials. Each of the significant arterials within the City have been considered in the development of the CNEL contours, Figures 4 and 5. The increase in CNEL between the

# 1980 NOISE CONTOURS




Existing
Community
Noise Equivalent Level
(CNEL)

# 1990 NOISE CONTOURS

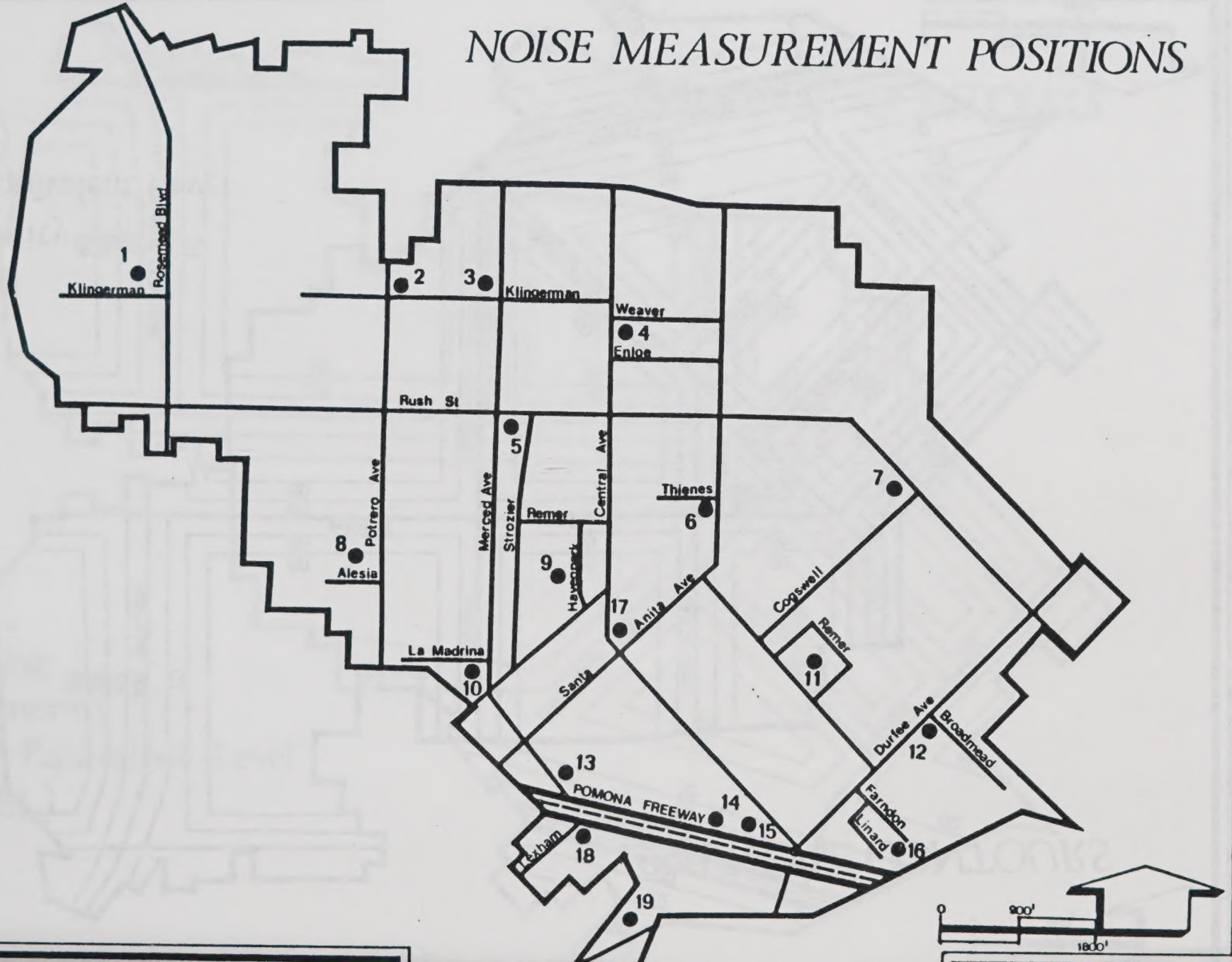



Projected
Community
Noise Equivalent Level
(CNEL)

CITY OF SOUTH EL MONTE

General Plan
Figure 5

# NOISE MEASUREMENT POSITIONS



existing 1980 and projected 1990/1995 noise environment within the City is expected to be no more than about one (1) to two (2) decibels. (Refer to Table IV-1 of the Appendix.)

Aircraft and Helicopter Operations:

Portions of the City are subjected to noise exposure due to aircraft operations at Los Angeles-El Monte Airport. However, the impact of these operations on the City is considered minimal. A significant increase in flight operations, though, will have an adverse impact on those residential locations directly under the flight paths. In this event, it is likely that the level of annoyance and complaints would increase significantly. Of greater impact are the police helicopters that patrol the City. They generate noise levels in the range of 85 to 95 dB(A). However, these levels are short-term only.

Noise-Sensitive Areas:

In general, all residential locations are considered noise-sensitive land uses within the City. In addition to the residential locations throughout the City, schools, hospitals, libraries, and convalescent homes are considered noise-sensitive land uses. The Housing Element of the General Plan provides a description of the residential areas throughout the City and is considered the source for the inventory of this noise-sensitive land use.

Exterior Noise at Residential Locations:

Residential spaces to be located within a CNEL contour of 65 dB or greater may be undesirable due to excessive noise. A detailed analysis of such spaces should be undertaken to determine their suitability and/or the need for noise reduction by the use of barriers or building orientation. The exterior living space of new residential developments should not exceed a CNEL of 65 dB.

Interior Noise Within Residential Spaces:

New multiple-family residential units to be located within a CNEL of 60 dB or greater are required to include an acoustical analysis as part of the project design. This analysis must indicate that the interior living space of the units will not exceed a CNEL of 45 dB. Walls, windows, vents, roofing systems, etc., which reduce the exterior noise to the prescribed interior standard (45 dB) may be required to comply with the provisions of the Noise Insulation Standards (CAL ADM CODE: title 25 Section 1092). Within the City of South El Monte, all new residential construction (single- or multi-family) which is impacted by noise in excess of a CNEL of 60 dB should be examined as part of the design to insure that the interior living spaces do not exceed a CNEL of 45 dB.

The following provides an assessment of the impacts related to noise within the City of South El Monte.

Freeway and Highway Traffic Noise:

CNEL values at residential locations bordering the freeways and arterial highways exceed 65 dB(A). Recognized standards indicate that these exposures are excessive and that some locations may be undesirable for residential use.

The CNEL within the exterior living space of residential locations adjacent to the Pomona Freeway (Route 60), is in the range of 75 to 80 dB. These levels are considerably greater than is considered acceptable and may constitute a health hazard to residents exposed for a long period of time.

Commercial/Industrial Noise:

In general, commercial/industrial noise within the City is not considered excessive. However, where residential locations are adjacent to heavy industrial zones or trucking operations, a significant impact may exist.

Traffic Noise from Major Arterials:

The CNEL value at the residential locations adjacent to Durfee, Rush, and Merced all exceed 65 dB(A). Recognized standards indicate that these exposures are excessive and that some residential locations are exposed to undesirable levels of noise.

Construction Activity:

The impact of construction activity noise is considered minimal for two (2) or three (3) months of activity which occurs during the daytime hours. Late night and weekend disturbance caused by construction noise may cause a significant impact when experienced at near-by residential locations.

Schools, Parks and Hospitals:

In general, the noise levels at these locations are not considered excessive.

## Problem Summary

In the City of South El Monte, there are three (3) major sources of noise: traffic on the Pomona Freeway, traffic on the major arterials within the City, and commercial/industrial activities adjacent to residential locations. Of these, the most serious problem is the noise level produced by the Pomona Freeway. A CNEL of 75 to 80 dB(A) exists at many residential sites due to the traffic on this arterial. This is clearly a health hazard and should be corrected as soon as possible.

The Noise Element has identified a number of noise related problems and issues within the City. The Policy Program consists of policies and implementation techniques which will help reduce these problems and issues. Short term possibilities for noise reduction in the City consist mostly of appropriate placement of walls, berms, and vegetation to buffer residential and other noise-sensitive areas from traffic noise and to enforce noise guidelines. Long term possibilities for noise reduction will be contingent upon future development, especially along major traffic routes. Planning can be accomplished now to help minimize this future impact of noise on the community.

## POLICY PROGRAM

POLICY 1: NOISE BARRIERS SHOULD BE CONSTRUCTED ALONG THE POMONA FREEWAY CORRIDOR.

ACTION: The City will actively participate in the legislative process leading to a viable means of financing the construction of noise barriers along the freeway.

DISCUSSION: Residential locations directly adjacent to the Freeway are exposed to traffic noise in the range of 75 to as high as 95 dB(A) during portions of the day. The installation of noise barriers should be considered as a reduction measure. Barrier heights of from 14 to 16 feet are needed at locations adjacent to the Pomona Freeway within the City. Construction of a sound barrier, to be affective and economically feasible, must be as close as possible to the near lane of traffic. This often requires the actual construction of the barrier on the freeway right-of-way which is under State jurisdiction. Such construction requires the approval of, cooperation of, and coordination with the State Department of Transportation.

RESPONSIBILITY FOR ACTION: South El Monte City Council

POLICY 2: THE CITY SHOULD CONSIDER PLANNING GUIDELINES WHICH INCLUDE NOISE CONTROL FOR ALL NEW RESIDENTIAL DEVELOPMENTS WITHIN NOISE IMPACTED AREAS.

ACTION: The City will adopt guidelines which consider noise as an early factor in planning future residential developments.

DISCUSSION: Portions of the City are significantly affected by noise as shown in the noise contour maps of Figures 4 and 5. Some of the more affected areas include the Pomona Freeway corridor, the Durfee Road corridor, and the Rush Street corridor. Additionally, portions of other corridor areas along the City's major arterials are significantly impacted as well.

An acoustical analysis should be required of new developments within the 60 dB CNEL contour of the freeways, highways, and secondary arterials within the City. This analysis should indicate the existing and projected CNEL on the site and the method(s) by which the traffic noise is to be reduced to no more than 65 dB within the exterior living space of the project.

The residential design should be such that the interior living spaces are exposed to no more than a CNEL of 45 dB. This may be accomplished by:

a. Reduction of the exterior noise to which the dwelling is exposed.

b. Sound rated windows suitable for the noise reduction required.

c. Exterior walls and roofing systems configured and insulated to reduce the interior noise to acceptable levels.

d. Vents, mail slots, etc., located or eliminated to minimize sound propagation into the home.

e. Forced air ventilation as needed to provide a habitable living space if the interior CNEL standard is to be met with all or some windows closed.

Other affective noise reduction tools include the use of earthen berms, judicious landscaping, sound reducing walls, and generous setbacks from roadways for future residential developments.

Noise should be considered early in the development of new residential or noise-sensitive construction. The location and orientations of the residential buildings may be configured to minimize or eliminate a noise problem for a site to be constructed adjacent to the Freeway or major highways.

RESPONSIBILITY FOR ACTION: Community Development Department

POLICY 3: THE CITY SHOULD DEVELOP A POLICY OF NOISE ABATEMENT AND CONTROL OF THE COMMERCIAL/INDUSTRIAL ACTIVITIES WITHIN THE CITY SUCH THAT INTRUSIVE NOISE IS LIMITED TO ACCEPTABLE STANDARDS.

ACTION: The City will develop a policy that puts a limit on the level of external noise produced by commercial/industrial activity.

DISCUSSION: For residential areas within the City, the existing Municipal Code does not regulate intrusive noise. External noise emanating from both commercial uses and industrial uses is regulated by the City's Municipal Code. However, acceptable dB(A) ranges have not been designated for these zones and are, therefore, recommended as shown in Appendix III.

RESPONSIBILITY FOR ACTION: Community Development Department

POLICY 4: THE CITY SHOULD CONSIDER NOISE CONTROL REQUIREMENTS FOR ALL NEW EQUIPMENT PURCHASES.

ACTION: Noise levels produced by equipment will be considered a factor in the procurement process.

DISCUSSION: Various City departments may be involved in the procurement of noise producing equipment such as compressors, air conditioners, and other fixed and mobile machinery. These types of operating equipment may be purchased with the necessary noise abating equipment installed.

RESPONSIBILITY FOR ACTION: Community Development Department

POLICY 5: FUTURE PROJECTS WITHIN THE CITY SHOULD REFLECT A CONSCIOUSNESS ON THE PART OF THE CITY REGARDING THE REDUCTION OF UNNECESSARY NOISE NEAR NOISE-SENSITIVE AREAS SUCH AS PARKS, HOSPITALS, LIBRARIES, CONVALESCENT HOMES, ETC.

ACTION: 1. Maintain liaison with transportation agencies such as Cal Trans regarding the reduction of noise from existing facilities. The design and location of new facilities will also be considered.

2. Revise other elements of the General Plan to give recognition to noise levels and land use relationships. Consideration will be given to buffering noise-sensitive areas from noise generating land use.

3. Noise monitoring within the City will be an ongoing process conducted by the appropriate departments. Additionally, a liaison will be developed between this monitoring body and the County Health Department in order to prepare standards and ordinances and for assistance in on-site measurements of noise levels.

4. Close attention will be paid, in the future, to noise evaluation in environmental impact statements.

DISCUSSION: To reduce the level of noise in residential areas, the Circulation Element of the General Plan should be revised, wherever possible, to divert through traffic away from these areas.

Traffic is a major source of noise in the City, as the existing and projected noise contours developed for this Element indicate. However, these contours should not be considered adequate for specific site evaluations. Environmental impact reports with satisfactory noise assessment have the additional value of helping to monitor localized noise conditions. The environmental impact issues should include:

a. Annoyance - Excessive noise is socially disruptive and may be physically and psychologically damaging.

b. Economic - Excessive noise adversely affects property values and levels of productivity. In the past, the costs of excessive noise from transportation facilities have been passed on to those in the vicinity rather than being borne by the producer of the noise.

RESPONSIBILITY FOR ACTION: Community Development Department

POLICY 6: THE CITY SHOULD REQUIRE THAT ALL NEW RESIDENTIAL BUILDINGS OR STRUCTURES BE DESIGNED TO COMPLY WITH THE REQUIREMENTS OF CALIFORNIA'S NOISE INSULATION STANDARDS.

ACTION: The City will require that standards for exterior-to-interior noise control be applied to all new single- and multi-family structures.

RESPONSIBILITY FOR ACTION: Community Development Department

POLICY 7: THE CITY'S NOISE ORDINANCE SHOULD BE REVIEWED AND EXPANDED TO REFLECT CHANGES IN PUBLIC CONSCIOUSNESS CONCERNING NOISE.

ACTION: The City will investigate the adoption of a more encompassing noise ordinance, such as the County of Los Angeles' Noise Ordinance. (See Appendix III).

RESPONSIBILITY FOR ACTION: Planning Commission and City Council

POLICY 8: THE CITY SHOULD IMPLEMENT A REVIEW PROCESS CONCERNING ITS POLICY AND REGULATIONS AFFECTING NOISE.

ACTION: A review of on-going policies and ordinances will be developed every five (5) years or as new technological developments warrant.

RESPONSIBILITY FOR ACTION: Community Development Department

POLICY 9: THE CITY SHOULD ENCOURAGE ITS AGENCIES AND EMPLOYERS TO OBSERVE THE STATE AND FEDERAL OCCUPATIONAL HEALTH AND SAFETY NOISE STANDARDS.

ACTION: The City will encourage the enforcement of all State and Federal Health and Safety regulations.

DISCUSSION: These occupational standards range from the use of ear protectors for operators of equipment to the control and use of equipment within the City's jurisdiction. Such regulations are found within the Department of Community Development. These laws stem from both State and Federal guidelines concerning occupational and community health and safety and are included in the City's employment manuals.

RESPONSIBILITY FOR ACTION: Community Development Department

POLICY 10: THE CITY SHOULD ENCOURAGE THE ENFORCEMENT OF REGULATIONS SUCH AS THE STATE VEHICLE CODE NOISE STANDARDS FOR AUTOMOBILES, TRUCKS, AND MOTORCYCLES OPERATING WITHIN THE CITY AS WELL AS ANY CONTRACTUAL AGREEMENTS PERTAINING TO NOISE.

ACTION: The City will encourage all law enforcement agencies operating within the City limits to enforce the State Vehicle Code noise standards. In addition, the City will discuss possible noise control measures within the trash collection service on contract to the City and encourage the implementation of such measures.

DISCUSSION: In general, the control of noise is most affectively accomplished by reduction of emissions from the source. However, the predominate source of noise within the City (motor vehicles) is under the jurisdiction of the State. Furthermore, the reduction of noise from this source by the use of barriers is very expensive and often difficult to achieve. The State now has a noise regulation as part of the Vehicle Code. The City should encourage its enforcement and may benefit as stricter regulations are adopted and enforced, particularly along the freeways. The U.S. Environmental Protection Agency has established a policy for the regulation of vehicle noise. Some benefit may be experienced within portions of the City by this action within the next six (6) to ten (10) years.

RESPONSIBILITY FOR ACTION: County of Los Angeles Sheriff's Department and the California Highway Patrol.

# NOISE ELEMENT

## APPENDICES

I. References

II. Effects of Noise on People

III. Noise Ordinance Standards

IV. Traffic Analysis and Community Noise Equivalent Level (CNEL) Data for Major and Secondary Arterials

V. Noise Measurement Sites and Analysis of the Data

## APPENDIX I

REFERENCES


1. T. J. Schultz, "Noise Assessment Guidelines - Technical Background", U.S. Department of Housing and Urban Development, Report No. TE/TN 172, 1971.

2. "A Study of the Magnitude of Transportation Noise Generation and Potential Abatement", U.S. Department of Transportation, a set of seven (7) reports, 1970.

3. "Noise from Construction Equipment and Operations, Building, Equipment, and Home Appliances", U.S. Environmental Protection Agency, Report P.B. 206 717, (National Technical Information Service No. NTID 300.1), 1971.

4. "Industrial Noise Manual", American Industrial Hygiene Association, (14125 Prevost Street, Detroit, Michigan 48227), 1966.

5. "Noise Control in Multi-Family Dwellings", U.S. Department of Housing and Urban Development (Supercedes FHA No. 750), 1963.

6. "Highway Noise", U.S. Department of Transportation, Federal Highway Administration, FHWA-RD-77-108 FHWA Highway Traffic Noise Prediction Model, December, 1978.

7. "Aircraft Noise Impact Planning Guidelines for Local Agencies", U.S. Department of Housing and Urban Development, TE/NA-472, November, 1972.

8. "Information on Levels of Equipment Noise Requests to Protect Public Health and Welfare with an Adequate Margin of Safety", U.S. Environmental Protection Agency, March, 1974.

# APPENDIX II

## EFFECTS OF NOISE ON PEOPLE

Whether a sound is a noise or not will depend on the source of the sound, the loudness relative to the background noise, the time of day, the situation, and the listener. The difference in our reactions is explained by the perceived noisiness, or how undesirable the sound is. An unwanted sound may be extremely irritating though it is not unreasonably loud. But recent studies have documented more serious effects of noise than annoyance; among them slow permanent learning loss and physical and psychological stress.

While permanent deafness is sometimes caused by a single, very loud noise, most noise-induced hearing loss research has been done in the fields of industrial noise and "hard-rock" music where there is widespread periodic exposure to high levels of sound. Two (2) main findings have come out of these studies. First, though the human ear registers a hearing loss after a few hours of exposure to loud noises, its flexibility is such that normal hearing may be completely regained after several hours' rest. Second, constant noise with no rest or frequent exposure to high noise levels over a period of several years will destroy the ability of the ear to recover its normal hearing. What this means, is that infrequent exposure to loud noises can actually be less harmful than continuous exposure to a lower constant noise level. Furthermore, the damage caused by, say, exposure to (loud) industrial noise during an eight (8) hour day will be covered by the Federal Workmen's Compensation Act while that caused by exposure to freeway noise over a 24 hour day receives no compensation at all.

Noise is also a contributing factor in medical stress. While the ability to respond quickly to messages can be beneficial in self-preservation, unnecessary arousal by irrelevant noises can interfere (vastly) with efficiency, train of thought, and peace of mind. Human response to frequent noises loud enough to startle or alarm has been linked to such chronic stress symptoms as low resistance, high blood pressure, exhaustion, and ulcers.

Speech interference has been a criterion for a great deal of noise research. Background noise interference naturally contributes to the misunderstanding of spoken communications when one word or more out of a sentence is masked by noise. It can reduce learning in the classroom and job efficiency at the office by forcing voices to be raised; social psychologists say it may be a large factor in interpersonal friction or arguments. A high degree of speech interference may be accomplished by social disruption and a downgrading of the quality of life.

A consequence of even relatively low noise levels is sleep interference -- people being awakened or kept from going to sleep by noise. A high percentage of community complaints against noise generators stem from sleep interference. Steady, droning noise tends to be less disturbing than fluctuating noise levels. Sleep studies have linked interrupted rest to personality change and physiological deterioration.

As a matter of public health, as much as community preference, noise pollution must be controlled. The latest findings of physical and emotional effects have mobilized many state and county health departments to strongly recommend a clampdown on noise levels. The areas most vulnerable to the harmful affects of sounds seem to be residential communities, particularly at night, but all human activities can be adversely affected by noise.

Affects of noise on real estate values have not been as systematicallly explored as have been the affects of noise on humans. Federal findings indicate that high noise levels will bring down the economic quality and value of homes, stores, and offices, and this conclusion has led to the U.S. Department of Housing and Urban Development's (HUD) directive to withhold funding from projects that do not comply with acceptable noise standards. HUD's concern is divided between adverse affects on humans, and economic losses. The Department, therefore, encourages the control of noise sources as well as the control of land use patterns for housing and other municipal needs, thus separating uncontrollable noise sources from residential and other noise-sensitive areas.

# APPENDIX III

## NOISE ORDINANCE STANDARDS

The Office of Noise Control, State of California Department of Health has prepared a Model Community Noise Ordinance. The standards and enforcement provisions of the Model Ordinance are consistent with that of a number of communities in California and follows the general format and provisions of the Los Angeles County Noise Ordinance.

The portions of the Model Ordinance considered appropriate for the City of South El Monte involve exterior noise limits as shown in Table III-1.

The Model Ordinance considers the potentially unique problems which may occur between the boundaries of two different land uses (such as between an industrial operation and residential space) as follows:

> If the measurement location is on a boundary between two different zones, the noise level limit applicable to the lower noise zone plus 5 dB shall apply.

The classification of different areas of the community in terms of environmental noise zones, under the provisions of the Model Community Noise Ordinance, is determined by the appointed Noise Control Officer (or the City Council).

In consideration of the potentially annoying affect of steady tones (such as that produced by a transformer or the motor of a noise swimming pool pump) and repetitive noise (or specifically music), a correction is to be applied as follows:

> In the event the alleged offensive noise contains a steady audible tone such as a whine, screech, or hum, or is a repetitive noise such as hammering or riveting, or contains music or speech conveying informational content, the standard limits set forth in Table III-1 shall be reduced by 5 dB.

### TABLE III-1
### NOISE ORDINANCE STANDARDS

Maximum Permissible Sound Levels by Receiving Land Use:

(A) The noise standards for the various categories of land use identified by the Noise Control Officer as presented below shall, unless otherwise specifically indicated, apply to all such property within a designated zone.

(B) No person shall operate or cause to be operated any source of sound at any location within the City or allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person which causes the noise level when measured on any other property, either incorporated or unincorporated, to exceed:

1. the noise standard for that land use as specified below for a cumulative period of more than thirty minutes in any hour; or

2. the noise standard plus 5 dB for a cumulative period of more than fifteen minutes in any hour; or

3. the noise standard plus 10 dB for a cumulative period of more than five minutes in any hour; or

4. the noise standard plus 15 dB for a cumulative period of more than one minute in any hour; or

5. the noise standard plus 20 dB or the maximum measured ambient for any period of time.

EXTERIOR NOISE LIMITS

| Receiving Land Use Category | Time Period | Noise Level Standard (dBA) |
|---|---|---|
| One & Two Family Residential: | 10 p.m. - 7 a.m. | 45 |
| | 7 a.m. - 10 p.m. | 55 |
| Multiple Dwelling, Residential, Public Space: | 10 p.m. - 7 a.m. | 50 |
| | 7 a.m. - 10 p.m. | 55 |
| Commercial: | 10 p.m. - 7 a.m. | 55 |
| | 7 a.m. - 10 p.m. | 60 |
| Industrial: | Anytime | 70 |

# APPENDIX IV

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TABLE IV-1
CITY OF SOUTH EL MONTE
COMMUNITY NOISE EQUIVALENT LEVELS (CNEL)
FOR MAJOR AND SECONDARY ARTERIALS

| Arterial Location | CNEL, dB(A) at 50 Feet | | |
|---|---|---|---|
| | 1980 | 1990/1995 | Change |
| Durfee Avenue | | | |
| Between Farndon & Slack | 69.5 | 70.0 | + .5 |
| Between Slack & Thienes | 69.5 | 70.0 | + .5 |
| Between Thienes & Peck | 69.0 | 70.0 | +1.0 |
| North of Peck | 65.5 | 66.5 | +1.0 |
| Peck Road | | | |
| Between Durfee & Rush | 67.0 | 68.0 | +1.0 |
| Rush Street | | | |
| Between Peck & Tyler | 66.5 | 67.0 | + .5 |
| Between Tyler & Santa Anita | 67.0 | 67.5 | + .5 |
| Between Santa Anita & Central | 68.0 | 68.5 | + .5 |
| Between Central & Merced | 67.5 | 68.0 | + .5 |
| Between Merced & Potrero | 67.5 | 68.5 | +1.0 |
| Between Potrero & Chico | 67.5 | 68.0 | + .5 |
| Between Chico & Rosemead | 67.5 | 68.0 | + .5 |
| West of Rosemead | 62.5 | 65.5 | +3.0 |
| Garvey Avenue | | | |
| Between Chico & Bruin | 69.0 | 69.5 | + .5 |
| Between Chico & Potrero | 69.0 | 69.5 | + .5 |
| Chico Avenue | | | |
| Between Garvey & Rush | 62.5 | 64.0 | +1.5 |
| Potrero Avenue | | | |
| Between Kale & Rush | 64.0 | 64.5 | + .5 |
| Between Rush & Triangle | 63.0 | 64.0 | +1.0 |
| Merced Avenue | | | |
| Between Fern & Rush | 65.0 | 66.0 | +1.0 |
| Between Rush & La Madrina | 64.0 | 65.0 | +1.0 |

Table IV-1 Continued

| Arterial Location | CNEL, dB(A) at 50 Feet | | |
|---|---|---|---|
| | 1980 | 1990/1995 | Change |
| Central Avenue | | | |
| Between Fern & Rush | 61.5 | 63.5 | +2.0 |
| South of Rush | 60.0 | 61.0 | +1.0 |
| Merced-Fawcett-Santa Anita | 66.5 | 67.0 | + .5 |
| Slack Avenue | | | |
| Between Durfee-Peck & Santa Anita | 65.5 | 65.5 | + .0 |
| Thienes Avenue | | | |
| Between Durfee-Peck & Tyler | 62.5 | 63.5 | +1.0 |
| Santa Anita Avenue | | | |
| Between Fawcett & Central | 67.5 | 68.5 | +1.0 |
| Between Central & Tyler | 67.5 | 68.5 | +1.0 |
| Between Tyler & Rush | 66.0 | 66.5 | + .5 |
| Between Rush & Weaver | 67.0 | 67.5 | + .5 |
| Tyler Avenue | | | |
| Between Santa Anita & Rush | 66.0 | 67.0 | +1.0 |
| Between Rush & Klingerman | 66.0 | 66.5 | + .5 |
| Rosemead Boulevard (Rt. 19) | 72.0 | 72.0 | + .0 |
| Pomona Freeway (Rt. 60) | 82.5 | 84.0 | +1.5 |

TABLE IV-2
CITY OF SOUTH EL MONTE
TRAFFIC VOLUMES FOR MAJOR AND SECONDARY ARTERIALS

| ARTERIAL | AVERAGE DAILY TRAFFIC | |
|---|---|---|
| Location | 1980 | 1990/1995 |
| Durfee Avenue | | |
| Between Farndon & Slack | 22,915 | 27,498 |
| Between Slack & Thienes | 21,707 | 26,048 |
| Between Thienes & Peck | 20,593 | 24,712 |
| North of Peck | 8,088 | 9,706 |
| Peck Road | | |
| Between Durfee & Rush | 12,784 | 15,341 |
| Rush Street | | |
| Between Peck & Tyler | 10,435 | 12,522 |
| Between Tyler & Santa Anita | 11,435 | 13,722 |
| Between Santa Anita & Central | 14,538 | 17,446 |
| Between Central & Merced | 13,833 | 16,600 |
| Between Merced & Potrero | 14,108 | 16,930 |
| Between Potrero & Chico | 13,006 | 15,607 |
| Between Chico & Rosemead | 13,551 | 16,261 |
| West of Rosemead | 3,975 | 8,000 |
| Garvey Avenue | | |
| Between Chico & Bruin | 19,495 | 23,394 |
| Between Chico & Potrero | 19,522 | 23,426 |
| Chico Avenue | | |
| Between Garvey & Rush | 3,952 | 4,742 |
| Potrero Avenue | | |
| Between Kale & Rush | 4,853 | 5,824 |
| Between Rush & Triangle | 4,043 | 4,852 |
| Merced Avenue | | |
| Between Fern & Rush | 5,904 | 7,085 |
| Between Rush & La Madrina | 5,043 | 6,052 |
| Central Avenue | | |
| Between Fern & Rush | 3,715 | 4,458 |
| South of Rush | 2,475 | 2,970 |
| Merced-Fawcett-Santa Anita | 10,194 | 12,233 |
| Slack Avenue | | |
| Between Durfee-Peck & Santa Anita | 6,312 | 7,574 |
| Thienes Avenue | | |
| Between Durfee-Peck & Tyler | 3,786 | 4,543 |

TABLE IV-2 Continued

| ARTERIAL | AVERAGE DAILY TRAFFIC | |
|---|---|---|
| Location | 1980 | 1990/1995 |
| Santa Anita Avenue | | |
| Between Fawcett & Central | 14,727 | 17,672 |
| Between Central & Tyler | 14,189 | 17,027 |
| Between Tyler & Rush | 9,137 | 10,964 |
| Between Rush & Weaver | 12,145 | 14,574 |
| Tyler Avenue | | |
| Between Santa Anita & Rush | 9,491 | 11,389 |
| Between Rush & Klingerman | 8,472 | 10,166 |
| Rosemead Boulevard (Rt. 19) | 32,000 | 34,000 |
| Pomona Freeway (Rt. 60) | 153,000 | 176,000 |

TABLE IV-3
CITY OF SOUTH EL MONTE
PRESENT CNEL CONTOUR LOCATIONS
FOR MAJOR AND SECONDARY ARTERIALS

| ARTERIAL | Distance from Near Lane Centerline to Contour Line (Ft) | | | | |
|---|---|---|---|---|---|
| Location | 60dB | 65dB | 70dB | 75dB | 80dB |
| Durfee Avenue | | | | | |
| Between Farndon & Slack | 265' | 115' | -- | -- | -- |
| Between Slack & Thienes | 265' | 115' | -- | -- | -- |
| Between Thienes & Peck | 245' | 105' | -- | -- | -- |
| North of Peck | 140' | 55' | -- | -- | -- |
| Peck Road | | | | | |
| Between Durfee & Rush | 180' | 72' | -- | -- | -- |
| Rush Street | | | | | |
| Between Peck & Tyler | 165' | 67' | -- | -- | -- |
| Between Tyler & Santa Anita | 180' | 72' | -- | -- | -- |
| Between Santa Anita & Central | 210' | 88' | -- | -- | -- |
| Between Central & Merced | 195' | 80' | -- | -- | -- |
| Between Merced & Potrero | 195' | 80' | -- | -- | -- |
| Between Potrero & Chico | 195' | 80' | -- | -- | -- |
| Between Chico & Rosemead | 195' | 80' | -- | -- | -- |
| West of Rosemead | 80' | -- | -- | -- | -- |
| Garvey Avenue | | | | | |
| Between Chico & Bruin | 245' | 105' | -- | -- | -- |
| Between Chico & Potrero | 245' | 105' | -- | -- | -- |
| Chico Avenue | | | | | |
| Between Garvey & Rush | 80' | -- | -- | -- | -- |
| Potrero Avenue | | | | | |
| Between Kale & Rush | 105' | -- | -- | -- | -- |
| Between Rush & Triangle | 87' | -- | -- | -- | -- |
| Merced Avenue | | | | | |
| Between Fern & Rush | 125' | 50' | -- | -- | -- |
| Between Rush & La Madrina | 105' | -- | -- | -- | -- |
| Central Avenue | | | | | |
| Between Fern & Rush | 67' | -- | -- | -- | -- |
| South of Rush | 50' | -- | -- | -- | -- |
| Merced-Fawcett-Santa Anita | 165' | 67' | -- | -- | -- |
| Slack Avenue | | | | | |
| Between Durfee-Peck & Santa Anita | 140' | 55' | -- | -- | -- |
| Thienes Avenue | | | | | |
| Between Durfee-Peck & Tyler | 80' | -- | -- | -- | -- |

TABLE IV-3 Continued

| ARTERIAL | Distance from Near Lane Centerline to Contour Line (Ft) | | | | |
|---|---|---|---|---|---|
| Location | 60dB | 65dB | 70dB | 75dB | 80dB |
| Santa Anita Avenue | | | | | |
| Between Fawcett & Central | 195' | 80' | -- | -- | -- |
| Between Central & Tyler | 195' | 80' | -- | -- | -- |
| Between Tyler & Rush | 150' | 60' | -- | -- | -- |
| Between Rush & Weaver | 180' | 72' | -- | -- | -- |
| Tyler Avenue | | | | | |
| Between Santa Anita & Rush | 150' | 60' | -- | -- | -- |
| Between Rush & Klingerman | 150' | 60' | -- | -- | -- |
| Rosemead Boulevard (Rt. 19) | 390' | 180' | 72' | -- | -- |
| Pomona Freeway (Rt. 60) | 1350' | 820' | 420' | 195' | 81' |

TABLE IV-4
CITY OF SOUTH EL MONTE
PROJECTED CNEL CONTOUR LOCATIONS
FOR MAJOR AND SECONDARY ARTERIALS

| ARTERIALS | Distance from Near Lane Centerline to Contour Line (Ft) | | | | |
|---|---|---|---|---|---|
| Location | 60dB | 65dB | 70dB | 75dB | 80dB |
| Durfee Avenue | | | | | |
| Between Farndon & Slack | 285' | 125' | 50' | -- | -- |
| Between Slack & Thienes | 285' | 125' | 50' | -- | -- |
| Between Thienes & Peck | 285' | 125' | 50' | -- | -- |
| North of Peck | 165' | 67' | -- | -- | -- |
| Peck Road | | | | | |
| Between Durfee & Rush | 210' | 88' | -- | -- | -- |
| Rush Street | | | | | |
| Between Peck & Tyler | 180' | 72' | -- | -- | -- |
| Between Tyler & Santa Anita | 195' | 82' | -- | -- | -- |
| Between Santa Anita & Central | 225' | 97' | -- | -- | -- |
| Between Central & Merced | 210' | 88' | -- | -- | -- |
| Between Merced & Potrero | 225' | 97' | -- | -- | -- |
| Between Potrero & Chico | 210' | 88' | -- | -- | -- |
| Between Chico & Rosemead | 210' | 88' | -- | -- | -- |
| West of Rosemead | 140' | 55' | -- | -- | -- |
| Garvey Avenue | | | | | |
| Between Chico & Bruin | 265' | 115' | -- | -- | -- |
| Between Chico & Potrero | 265' | 115' | -- | -- | -- |
| Chico Avenue | | | | | |
| Between Garvey & Rush | 105' | -- | -- | -- | -- |
| Potrero Avenue | | | | | |
| Between Kale & Rush | 115' | -- | -- | -- | -- |
| Between Rush & Triangle | 105' | -- | -- | -- | -- |
| Merced Avenue | | | | | |
| Between Fern & Rush | 150' | 60' | -- | -- | -- |
| Between Rush & La Madrina | 125' | 50' | -- | -- | -- |
| Central Avenue | | | | | |
| Between Fern & Rush | 96' | -- | -- | -- | -- |
| South of Rush | 60' | -- | -- | -- | -- |
| Merced-Fawcett-Santa Anita | 180' | 72' | -- | -- | -- |
| Slack Avenue | | | | | |
| Between Durfee-Peck & Santa Anita | 140' | 55' | -- | -- | -- |
| Thienes Avenue | | | | | |
| Between Durfee-Peck & Tyler | 96' | -- | -- | -- | -- |

ABLE IV-4 Continued

| RTERIALS | Distance from Near Lane Centerline to Contour Line (Ft) | | | | |
|---|---|---|---|---|---|
| ocation | 60dB | 65dB | 70dB | 75dB | 80dB |
| anta Anita Avenue | | | | | |
| Between Fawcett & Central | 225' | 97' | -- | -- | -- |
| Between Central & Tyler | 225' | 97' | -- | -- | -- |
| Between Tyler & Rush | 165' | 67' | -- | -- | -- |
| Between Rush & Weaver | 195' | 82' | -- | -- | -- |
| yler Avenue | | | | | |
| Between Santa Anita & Rush | 180' | 72' | -- | -- | -- |
| Between Rush & Klingerman | 165' | 67' | -- | -- | -- |
| osemead Boulevard (Rt. 19) | 390' | 180' | 72' | -- | -- |
| omona Freeway (Rt. 60) | 1550' | 970' | 520' | 250' | -- |

TABLE V-1
CITY OF SOUTH EL MONTE
LOCATION, SOUND EXCEEDANCE LEVELS, AND COMMUNITY
NOISE EQUIVALENT LEVEL FOR EACH MEASUREMENT SITE

| SITE NO. | LOCATION | Sound Exceedance Levels, dB(A) $L_{50}$ | $L_{10}$ | $L_{eq}$ | CNEL, dB(A) |
|---|---|---|---|---|---|
| 1 | On north sidewalk of Klingerman, 17 yards west of Rosemead Boulevard | 65.0 | 71.0 | 67.7 | 70.0* |
| 2 | On north sidewalk of Klingerman, 25 feet east of Potrero Avenue | 61.5 | 68.3 | 65.1 | 60.0* |
| 3 | On north sidewalk of Klingerman, 9 yards west of Merced Avenue | 59.8 | 66.8 | 66.1 | 65.0* |
| 4 | On grassy area on north side on Enloe Street, 15 yards east of Central Avenue | 55.0 | 61.8 | 59.4 | 60.0* |
| 5 | On west sidewalk of Strozier Avenue, 9 yards south of Rush Street | 66.0 | 71.5 | 69.2 | 65.0* |
| 6 | On south sidewalk of Thienes, 50 feet west of Santa Anita Avenue | 60.3 | 66.5 | 63.3 | 65.0* |
| 7 | On north sidewalk of Cogswell Road, 8 yards west of Rush Street | 62.0 | 69.8 | 65.9 | 65.0* |
| 8 | On grassy area on north side of Alesia Street, 8 yards west of Potrero Avenue | 58.3 | 66.0 | 63.2 | 60.0* |
| 9 | In center of backyard at 1609 Havenpark (24 hour meas.) | -- | -- | -- | 52.8 |
| 10 | On north sidewalk of La Madrina Drive, 30 feet west of Merced Avenue | 61.0 | 66.5 | 63.3 | 63.0* |
| 11 | On south sidewalk of Penn Mar Avenue, 11 yards east of Slack Road | 56.5 | 63.8 | 63.1 | 65.0* |
| 12 | On west sidewalk of Broadmead Street, 7 yards south of Durfee Avenue | 66.0 | 73.8 | 69.6 | 65.0* |
| 13 | In center of backyard at 10924 Danielson (24 hour meas.) | -- | -- | -- | 66.4 |
| 14 | In center of backyard at 11204 Maplefield Street (24 hour meas.) | -- | -- | -- | 76.7 |

TABLE V-1 Continued

| SITE NO. | LOCATION | Sound Exceedance Levels, dB(A) $L_{50}$ | $L_{10}$ | $L_{eq}$ | CNEL, dB(A) |
|---|---|---|---|---|---|
| 15 | On grassy area on southeast side of Durfee-Maplefield, 40 yards north of Pomona Freeway | 90.0 | 91.0 | 89.8 | 80.0* |
| 16 | In center of front yard lawn at 11381 Linard Street (24 hour meas.) | -- | -- | -- | 67.6 |
| 17 | On east sidewalk of Central, 50' north of Santa Anita (setback of nearest classroom of Dean Shively School) | 61.3 | 67.3 | 64.6 | 65.0* |
| 18 | On southern corner of Lexham and Fawcett, 75' south of Rt. 60 Freeway (setback of nearest residence) | 70.3 | 74.8 | 71.4 | 80.0* |
| 19 | Parking lot of Valle Lindo High School, 75' north of Durfee | 55.8 | 59.0 | 56.6 | 62.0* |

* Estimated from limited data.

# HOUSING ELEMENT

## SECTION III: HOUSING ELEMENT

Housing is a major issue on all levels of government: federal, state, and local. Federal Urban Policy has identified housing as a high priority in the nation. Governor Brown's Urban Strategy for California listed housing as the number one concern in the State. Local governments' response is through the housing element of the General Plan.

The purpose of the housing element is two-fold:

1. To identify existing and potential housing problems and needs in the City, and

2. To design a housing strategy that will help meet those housing needs.

A housing element has been required in local general plans since 1969. In March of 1974, the City adopted a housing element that met all State requirements of the time. Since then, requirements have become more specific. The Housing Element of the General Plan 1980-2000, as the official response to the housing needs of South El Monte, establishes housing policy and action plans which meet the legal requirements of California Planning Law.

### DEFINITIONS

Affordable Unit - A unit whose cost is such that the buyer/renter does not pay a gross payment for a unit that exceeds 25% of the monthly/annual income of families earning 80% or less of median family income for the County or 30% of the monthly/annual income of those families earning 81% - 120% of median family income.

Income Low - 50% or less of median income.

Income, Median - That figure published and periodically updated by the U.S. Department of Housing and Urban Development (HUD). In 1980, Los Angeles County median income is $21,400.

Household - All persons occupying a single dwelling unit.

Housing Market - Refers to the housing that is available based upon supply and demand.

Deteriorating Housing Units - Those units with one or two major defects, indicating a prolonged absence of regular maintenance or inadequate original construction. Major defects include holes, open cracks, rotted, loose or missing materials over a considerable area of the foundation, outside walls, roof or inside walls, floors or ceilings, substantial sagging of floors, walls or roof and/or extensive damage by storm, flood, or fire.

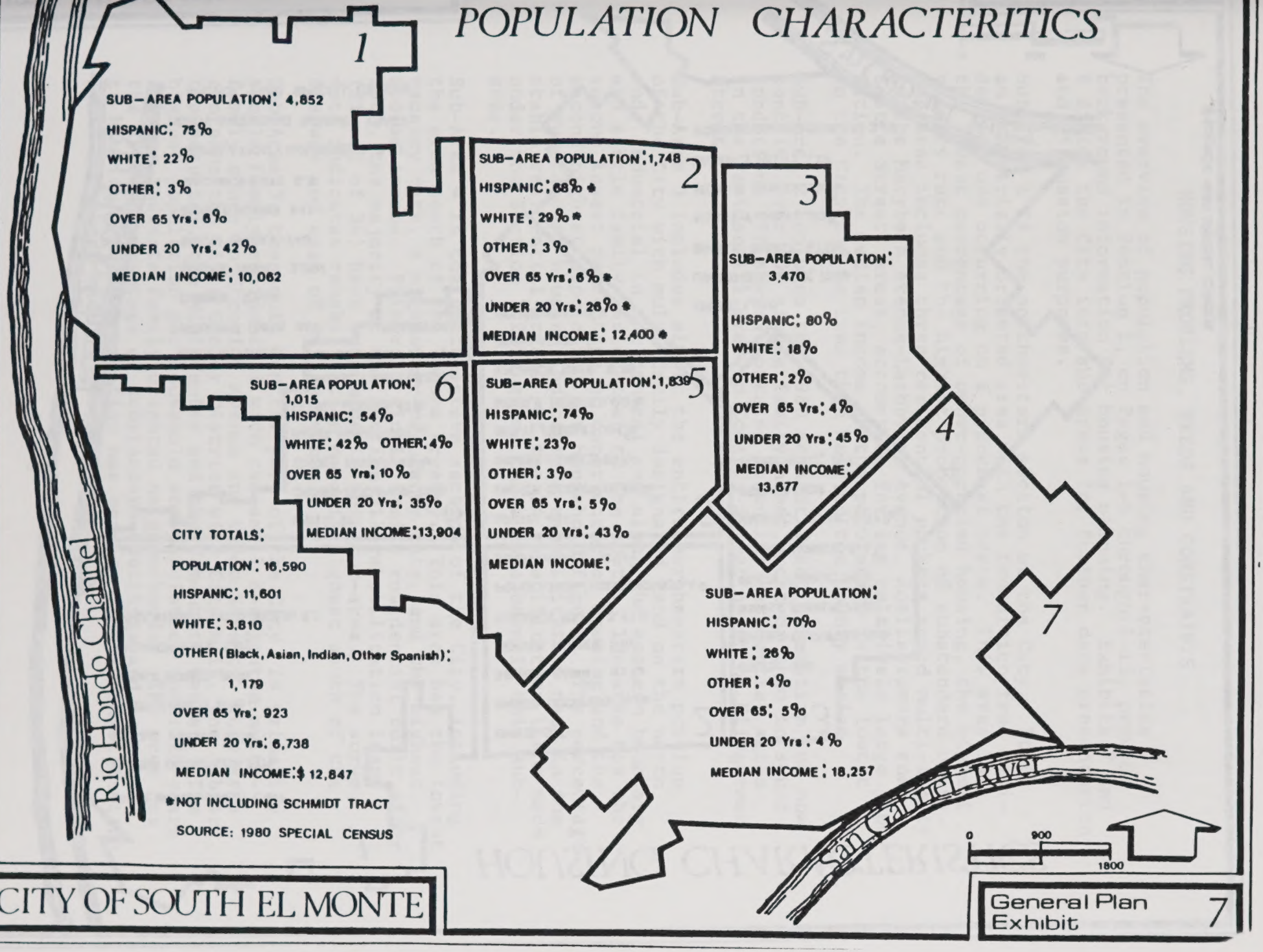
Dilapidated Housing Units - Those units which have deteriorated past the point of economical rehabilitation. A dilapidated unit is unsuitable for occupancy.

Substandard Housing Units - Both deteriorating and dilapidated housing units are substandard.

Units Suitable for Rehabilitation - A unit is suitable for rehabilitation if it has not more than one or two major defects or four intermediate defects or simply suffers a lack of maintenance. A dilapidated structure is usually not suitable for rehabilitation. A unit is suitable for rehabilitation only if the cost of repair is less than 50% of the market value of the structure. Additionally, such a unit must be in a location where community services are adequate and public facilities are present or will be constructed in the near future.

The housing element is composed of several sections. The first section outlines housing problems, needs, and constraints and ends with a summary of the overall housing problem. Existing housing programs in the City are then reviewed. The Housing Program section consists of a community analysis which prioritizes housing needs. The goals statement and resulting policies and Five-Year action plan complete the element.

# POPULATION CHARACTERITICS




CITY TOTALS:
POPULATION: 16,590
HISPANIC: 11,601
WHITE: 3,810
OTHER (Black, Asian, Indian, Other Spanish): 1,179
OVER 65 Yrs: 923
UNDER 20 Yrs: 6,738
MEDIAN INCOME: $ 12,847

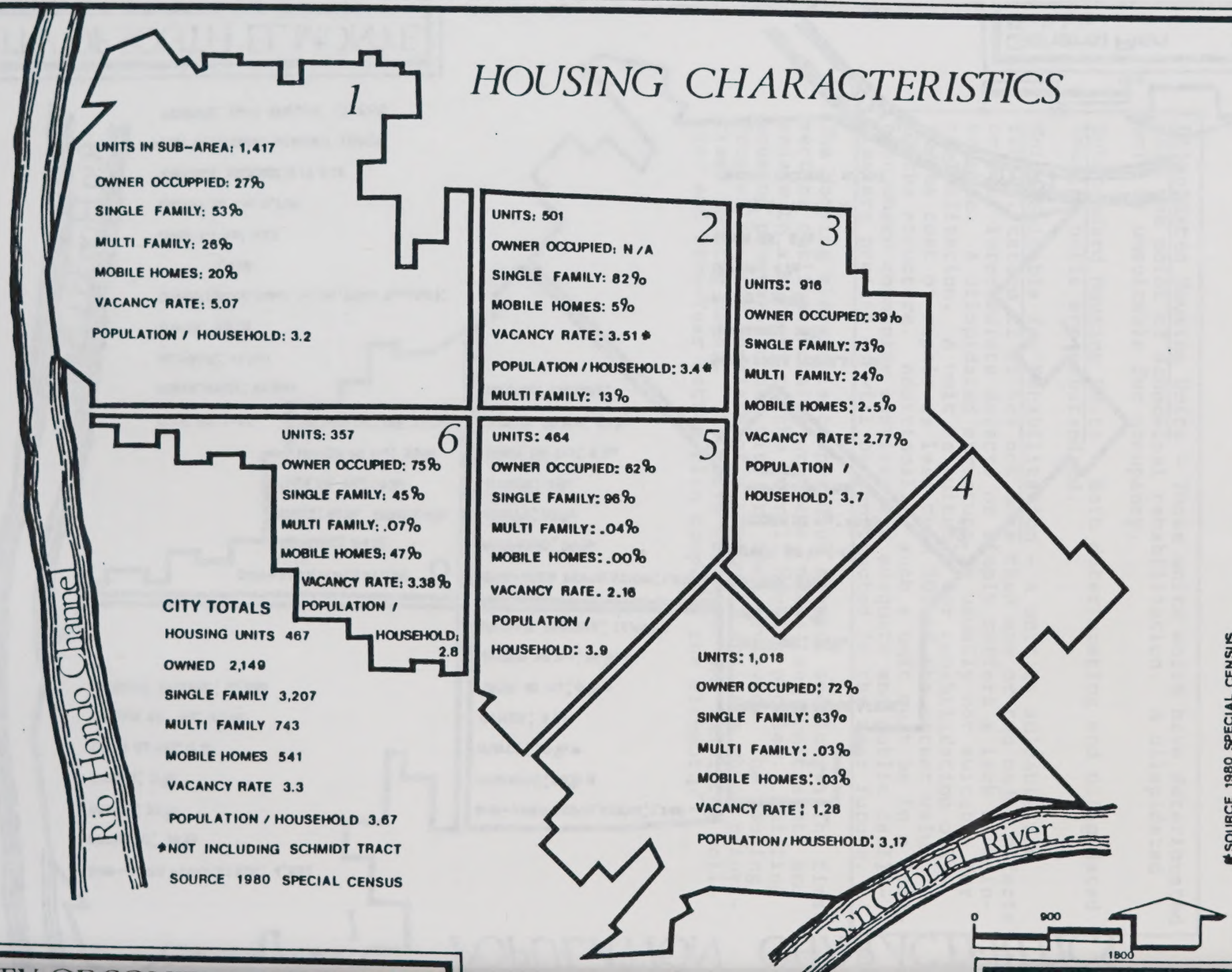
*NOT INCLUDING SCHMIDT TRACT

SOURCE: 1980 SPECIAL CENSUS

CITY OF SOUTH EL MONTE

General Plan Exhibit 7

# HOUSING CHARACTERISTICS



## HOUSING PROBLEMS, NEEDS AND CONSTRAINTS

The overview of population and housing characteristics presented in Section I, on Pages I-6 through I-13, provide background information for housing planning. Exhibits 7 and 8 divide the City into sub-areas for further data presentation and discussion purposes.

Sub-Area 1 is the northwestern section of the City. It is an industrially oriented area with the transition from residential use occurring on a piecemeal basis. This area has the lowest percentage of owner-occupied housing, the highest vacancy rate and the highest proportion of substandard units. The area includes three residential pockets zoned multi-family in the Marybeth Avenue-Lashbrook Avenue, Adelia-Tamora and Sastre Streets areas, accounting for its relatively large population. The median income of the population is the lowest in the City and is less than half of the County median.

Sub-Area 2 includes the 1980 Schmidt Tract annexation and now contains over 400 single family homes, most of them in sound condition. This area contains potential residential sites in the residential area on Edwards Street north of Klingerman Street.

Sub-Area 3 includes almost the entire northeastern portion of the City with multi-family designated land on the north end, industrial in the central and along the eastern boundary and single family residential to the south. The area has the second lowest percentage of owner occupied housing and the second highest population per household figure. The percentage of substandard housing indicates a rehabilitation need in the stable residential areas. Of the 34 rehabilitation loans made under the Section 312 Program, three have been in this sub-area.

Sub-Area 4 is the southeastern section of the City, including the area south of the Pomona Freeway. This area has the lowest vacancy rate, a high owner-occupancy rate, and the highest median income. Primarily single family residential built after 1940, the majority of the Section 312 rehabilitation loans (21 out of 34) have been made in this sub-area. The survey data indicates rehabilitation need is highest south of the freeway and east of Durfee Avenue.

Sub-Area 5, the south central part of the City, is primarily single family residential with two small designated multi-family zones on Strozier Avenue and Vacco Street. This area contains the Civic Center District with City Hall, the library, the hospital, the Mini-Center and the Community Center. The highest population per household and population under 20 years figures indicate family oriented neighborhoods. The area has the lowest percentage of substandard dwellings and response to housing unit deterioration has been good; six rehabilitation loans have been made in the area.

Sub-Area 6 is a large industrial tract with a single family residential area on the west side of Merced Avenue. Sub-Area 6 is a transitional area similar to Sub-Area 1, with the highest percentage of persons over 65 years of age, a high vacancy rate, and the largest concentration of mobile homes in the City. The high percentage of owner-occupied units is due primarily to the single family area on Merced Avenue more akin to Sub-Area 5. The high percentage of substandard dwellings is due to units interspersed in the transitional areas that have been allowed to deteriorate as land uses change.

Sub-Area 7 is the portion of unincorporated county land east of the City and west of the San Gabriel River. This area is characterized by mostly single family homes, many in need of immediate rehabilitation. There are several streets in need of curbs and gutters, and many residents board horses and raise farm animals in the area.

## Housing Needs Assessment

There are several types of housing need An income need refers to low income families paying more than 25% of their income for housing. A structural need is defined by the physical condition of a housing unit. Families living in overcrowded conditions have a housing need. And special groups, such as the elderly, handicapped and mobile home residents also have housing needs particular to their situations.

### Income Need - Affordability:

South El Monte provides many people with relatively low incomes an opportunity to obtain low cost housing. The average selling price of a three bedroom, single family home in the City in 1978 was $57,000, compared with over $100,000 average in the State and $75,900 average in the nation.

The City's primary housing market includes the cities of Rosemead and El Monte. Within this area, South El Monte also provides a high proportion of the affordable housing available. In addition to below average selling prices, rent payments are below the schedule of fair market rates determined by HUD, below, for the San Gabriel Valley.

TABLE 1
FAIR MARKET RENTS

| Bedroom Size | Rent |
|---|---|
| 0 | $241 |
| 1 | 291 |
| 2 | 343 |
| 3 | 427 |
| 4 | 509 |
| 5 | 585 |
| 6 | 662 |

SOURCE: U.S. Department of Housing and Urban Development (HUD); determined for 1980

Because the City's housing supply is geared toward low cost units and acts to provide affordable units within the region, South El Monte has a negative "fair share" status. This status is expected to be maintained over the next five (5) years. A negative fair share means the City does not have to make provisions to provide additional affordable housing within its market area. This determination has been made by the regional council of government, S.C.A.G.

In an effort to preserve existing affordable rental housing, the City enacted a moratorium on apartment to condominium conversions in April, 1979.

The median income of families in Los Angeles County in 1980, as determined by HUD was $21,400. Median income in South El Monte for the same year was $12,800. Data from the 1980 Special Census indicate 40% of the households in the City are low income and 29% are moderate income. These 3,002 households, or 69% of all households, should not pay over 25% of their income for housing. Table 2 shows the distribution of household income.

TABLE 2
HOUSEHOLD INCOME

| ncome Ranges | Number of Households | Number of Households Low Income | Number of Households Moderate Income | Number of Households Remaining |
|---|---|---|---|---|
| ess than $6,000 | 664 | 1,749 (40%) | | |
| ,000 - 8,999 | 666 | | | |
| ,000 - 11,999 | 665 | | | |
| ,000 - 14,999 | 625 | | 1,253 (29%) | |
| ,000 - 17,999 | 460 | | | |
| ,000 - 19,999 | 308 | | | |
| ,000 - 22,999 | 360 | | | 1,338 (31%) |
| ver 23,000 | 590 | | | |
| OTAL HOUSEHOLDS | 4,340 | | | |
| efinitions ounty median - $21,400 | | 50% or less of County median | 51% - 80% of County median | 81%-120% of County median |

ource: 1980 South El Monte Special Census

The Housing Assistance Plan (HAP) is part of the application process for HUD's Community Development Block Grant Program. Prepared by Los Angeles County for the City using S.C.A.G. data, the HAP identifies 898 households with an affordability need in South El Monte. Tables 3 and 4 detail affordability needs.

TABLE 3
HOUSING ASSISTANCE NEEDS OF
LOWER INCOME HOUSEHOLDS BY
TYPE OF HOUSEHOLD

| | Elderly | Small Family | Large Family | TOTALS |
|---|---|---|---|---|
| Renters | 106 | 361 | 98 | 565 |
| Owners | 91 | 170 | 72 | 333 |
| TOTALS | 197 | 531 | 170 | 898 |

Source: Housing Assistance Plan (HAP)

TABLE 4
DISTRIBUTION OF HOUSING NEED
BY HOUSEHOLD

| Total # Households[1] | # Low Income[1] | Affordability[2] Need | Structural[2] Need | # Overcrowded[3] |
|---|---|---|---|---|
| 4,340 | 1,749 | 898 | 817 | 1,085 |

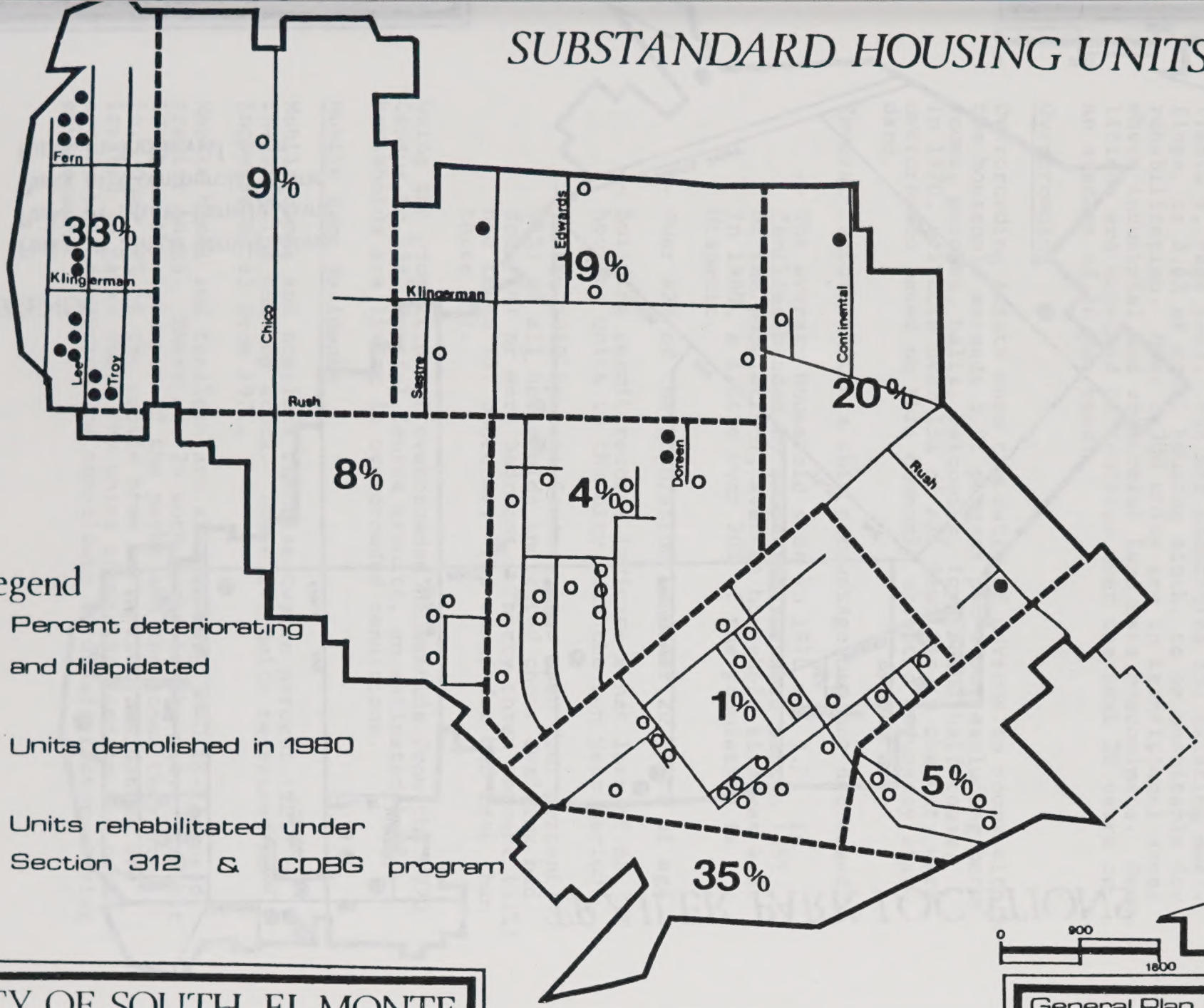
Overall housing need[4] - 2,800 Households

1. 1980 South El Monte Special Census
2. Housing Assistance Plan (HAP)
3. Estimate based on 1970 Federal Census proportion of overcrowded households applied to 1980 Special Census results.
4. Not a total; some households may have more than one housing need.

Structural Need

South El Monte's housing stock was built primarily from 1940 to 1960 (Table 10, Page I-10). New construction has slowed since 1960 as the City reached "built out" status in residential areas. The age of the housing stock is a significant factor in defining the City's structural needs in housing. Table 11, Page I-10, finds 653 units suitable for rehabilitation (136 owner occupied, 513 renter occupied) and 164 not suitable (38 owner occupied, 119 renter occupied).

# SUBSTANDARD HOUSING UNITS




## Legend

% Percent deteriorating and dilapidated

● Units demolished in 1980

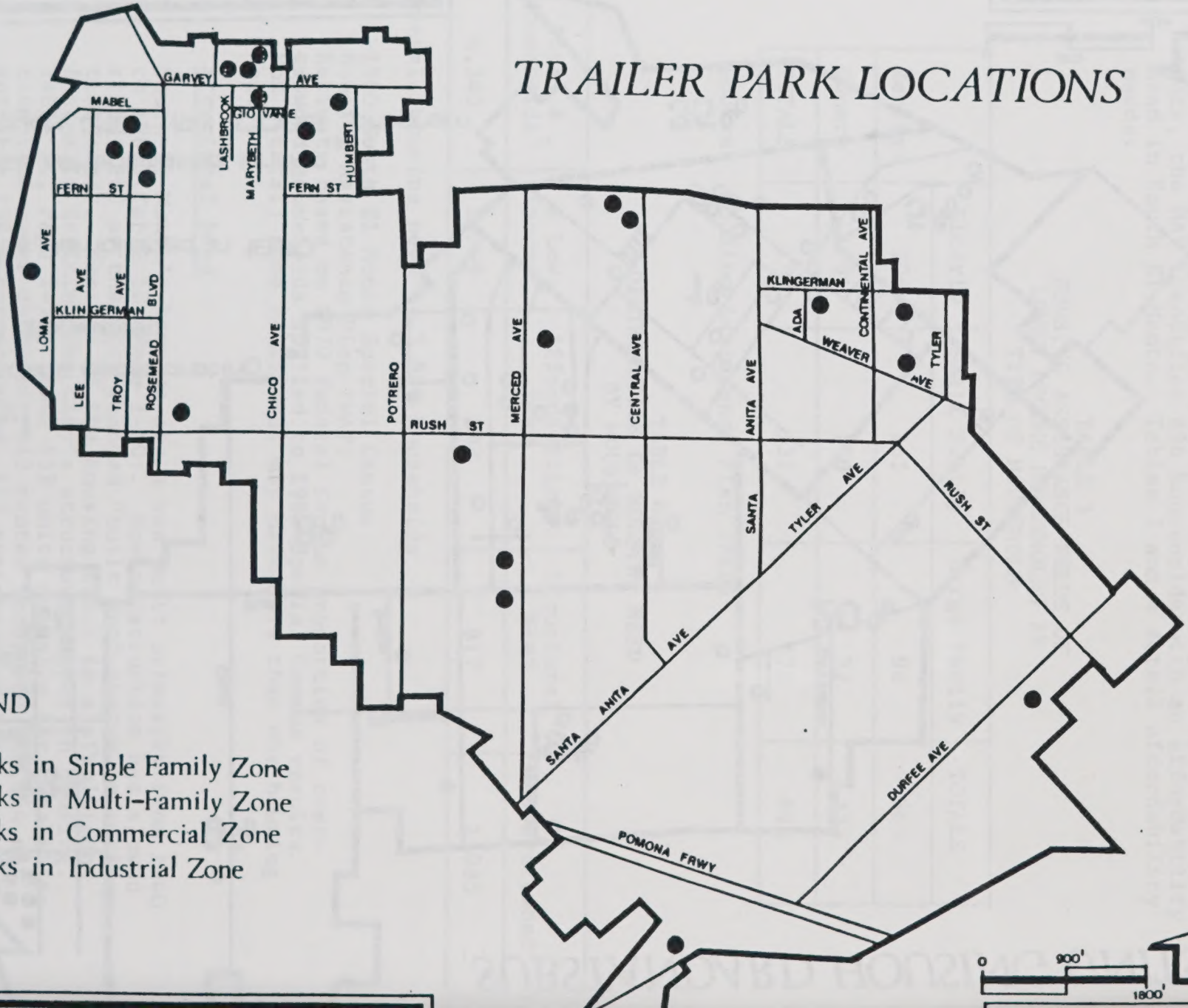
o Units rehabilitated under Section 312 & CDBG program

SOURCE 1980 LAND USE SURVEY CITY PLANNING DEPARTMENT

CITY OF SOUTH EL MONTE

General Plan Exhibit 9

# TRAILER PARK LOCATIONS




LEGEND

2 Parks in Single Family Zone
4 Parks in Multi-Family Zone
5 Parks in Commercial Zone
14 Parks in Industrial Zone

SOURCE: 1980 LAND USE SURVEY CITY PLANNING DEPARTMENT

There were 219 housing unit demolitions from 1970 to 1980 (Table 9, Page I-9). The HAP identifies 157 existing dwellings, or 3.6% of total housing stock, to be unsuitable for rehabilitation. Over 1,300 units are in transitional areas where industrial and commercial land uses predominate. Demolitions are expected to continue over the next 20 years on an average of 20 per year.

Overcrowding

Overcrowding exists when the ratio of persons to rooms within the household exceeds 1.01 persons per room, excluding bathrooms, porches, halls, balconies, foyers and half rooms. In 1970, a little over 25% of all families in the City were overcrowded based on this commonly accepted occupancy standard.

Several factors indicate this percentage has not decreased:

-- The average household size in 1970 was 3.7. In families headed by a Spanish surnamed person (55% of the population), average household size was 4.8. In 1980, a little over 70% of the population is Hispanic.

-- Over 42% of the population is under 20 years of age.

-- Building permit records indicate a net loss of 88 housing units in the City over the ten year period.

-- In the 1980 Special Census, less than four percent (4%) of all households indicated their dwelling had four (4) or more bedrooms. Thirty-three percent (33%) had three (3) bedrooms. The remainder had less than three (3).

Using the proportion of overcrowded households from the 1970 Census to 1980 Special Census results, an estimated 1,085 households are living in overcrowded conditions.

Mobile Home Residents

Mobile homes and trailers comprise twelve percent (12%) of the existing housing stock. These 541 units represent an increase of 63 from 1972.

Mobile homes and trailers are allowed only in City-licensed trailer parks. There are 24 such parks in the City. Exhibit 10 shows the location of the parks and the zones they are in. Over 50% of the mobile home or trailer residences are located in parks where the units themselves and/or the park are in poor condition and constitute an unsatisfactory living environment.

All trailer and mobile home parks in the City were defined in 1968 as a non-conforming (to Code) land use. The parks were allowed a thirty-five (35) year amortization period for their removal. By the Year 2005, all twenty-four (24) parks, containing 541 units will have to have been removed.

The six (6) parks in the residential zones, while presently existing as a non-conforming use, may retain their location if the parks meet development standards by 2005. No park in the "M" or "C" Zones may retain its location after 2005.

State legislation in 1979 and 1980 concerning mobile homes and premanufactured housing is aimed at increasing affordable housing opportunities. This legislation:

-- allows a mobile home to shed its wheels and become an immobile residence on a permanent foundation system in single-family as well as multiple-family residential zones.

-- prohibits discrimination in zoning against mobile homes. Localities may retain placement and appearance controls.

Future Housing Needs

Table 1, Page I-7, projects a population of 16,700 persons in South El Monte by 1985, an increase of 4.4%. Trends indicate the population change will be due to the natural increase of the population (births minus deaths), slightly larger households, and some immigration of persons from the region searching for affordable housing. There will be an estimated 4,513 households in the City in 1985.

The age distribution projections (Table 5, Page I-9), the estimated increase in population per household (3.67 to 3.70 in 1985) and the 1980 overcrowding estimates point to a future housing need for large families.

The housing unit forecast in Table 6, Page I-10, projects 4,700 housing units in the City by 1986, a net increase of 27 units over the five (5) year period. This forecast includes the 182 units added to the City's housing stock as a result of annexing the Schmidt Tract. In order to realize the remainder of the increase and replace 100 units that will be lost through demolition, an average of 25 units per year will have to be built. Over the past ten (10) years, new construction has averaged 13 units per year while demolitions have averaged 22 a year.

Table 5 estimates the number of units that will be needing rehabilitation over the next five (5) years as presently sound units are allowed to deteriorate.

TABLE 5
SUBSTANDARD STRUCTURES

| Total # Housing Units | | # Units Needing Rehabilitation | | # Units Dilapidated | |
|---|---|---|---|---|---|
| 1981 | 1986 | 1981 | 1986 | 1981 | 1986 |
| 4,673 | 4,700 | 649 | 705 | 157 | 120 |

The housing unit demolitions in the City in transitional areas and the demolition of dilapidated units in other areas will continue to create a housing need for the households being displaced by these actions. While many of the units being demolished are vacant (as evidenced by the high vacancy rates in the transitional areas), not all are. No data is available to show how many units were vacated expressly for demolition. New construction has not been at replacement levels (Table 9, Page I-11) and, even if it was, the units lost were more likely to be affordable to a larger percentage of the population than the new units constructed.

Housing Constraints

Housing constraints are those factors which inhibit the private sector's ability to provide decent, safe, and affordable housing for all economic segments of the population. These factors, or constraints, are in both the market place and the governmental arena.

Availability and Cost of Land

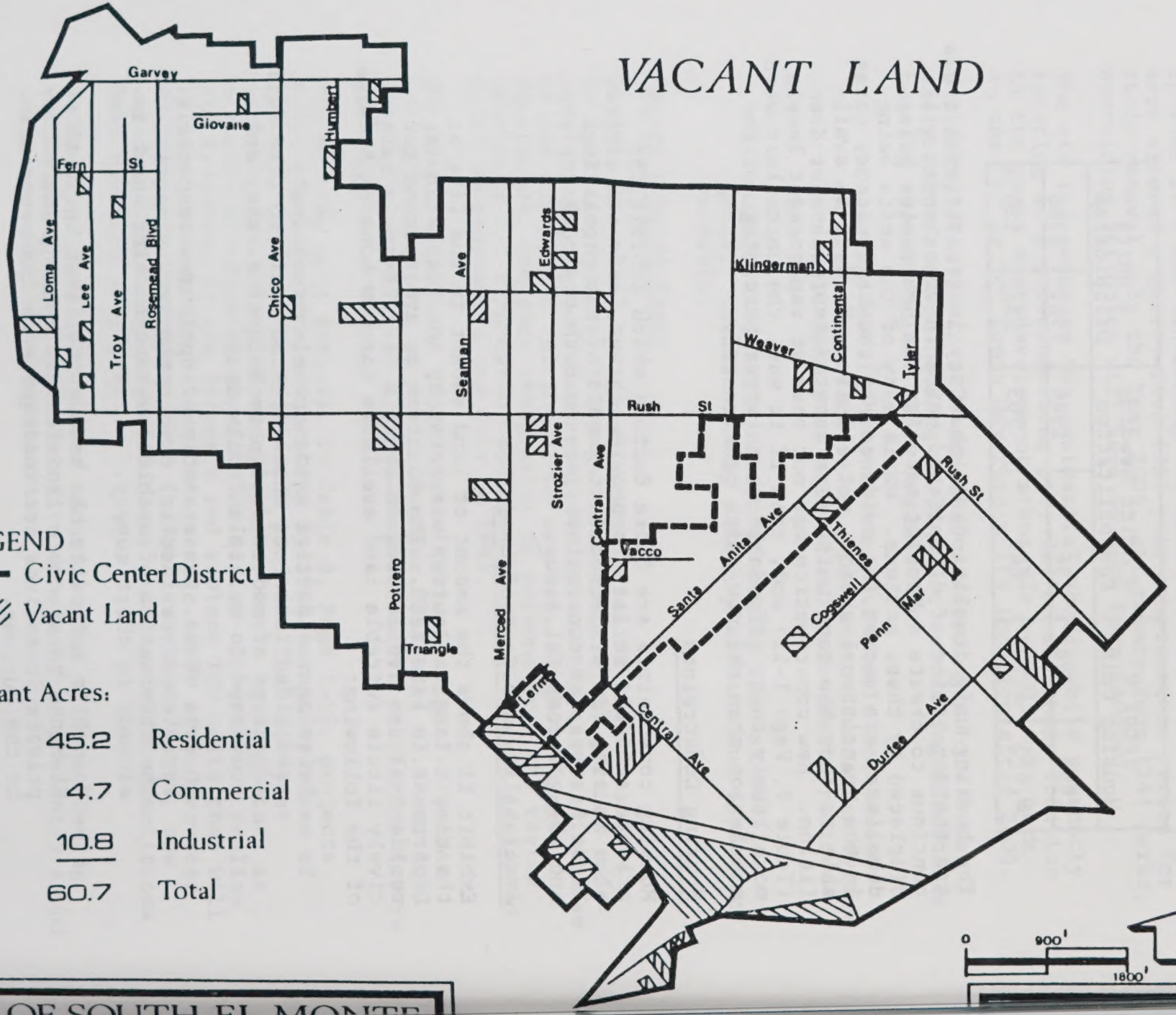
Exhibit 11 shows the amount of land vacant in the City at the time a land use survey was taken by the City Planning Department in late 1980. The 45 acres in areas zoned for residential use are located on Exhibit 11. There is relatively little suitable land available for new housing because of the following:

-- Existing residential areas are almost entirely subdivided into lots which are too small to take full advantage of modern design techniques as they are converted to multiple family uses.

-- In some cases, the assembly of optimum-size parcels for planned residential development would require the elimination of usable low-cost housing which is already in short supply.

-- No public authority has been established in South El Monte to assemble land for new housing where private incentives are inadequate or inappropriate to the purpose.

# VACANT LAND




LEGEND

--- Civic Center District

//// Vacant Land

Vacant Acres:

| | |
|---|---|
| 45.2 | Residential |
| 4.7 | Commercial |
| 10.8 | Industrial |
| 60.7 | Total |

SOURCE: 1980 LAND USE SURVEY CITY PLANNING DEPARTMENT

CITY OF SOUTH EL MONTE

In 1980, the City Code was amended to allow an additional dwelling on any lot in the "R-S" Zone having a minimum of 10,000 square feet, subject to the issuance of a Conditional Use Permit. There are an estimated 95 such residential lots in the City maintaining a single address which are potential sites to increase housing opportunities in the City.

The impact of interest rates for mortgages is substantial in the housing market, affecting both renters and buyers. Because interest rates are affected by national policies and economic conditions, there is little local agencies can do to affect these rates.

Interest rates for conventional home mortgages in late 1980 on owner-occupied single-family dwellings were approximately 14½% to 16%. Rates for rental units and interim and construction loans are higher. The high costs of borrowing money are passed on to housing consumers by developers and landlords as part of their business expense.

Down payment requirements often present obstacles to prospective purchasers. Often times, higher interest rates cause larger down payment requirements to keep the monthly mortgage payment at an affordable level.

Land Use Regulations

The location and type of housing in the City are determined to a great extent by development policies, contained in the Land Use Element, which establish the amount and distribution of various land uses. These policies are reflected in the local zoning ordinances. Existing land use maps and existing zoning maps can be found in the Land Use Element, Page IV-1.

Existing South El Monte land use controls do not provide density incentives for building on larger lots nor flexible design opportunities through the use of a planned unit development procedure.

Permit Approval Process and Building Codes

As specific projects are initiated, detailed approvals are required which take the form of permits and inspections. Fees are collected to help cover the costs of permit processing, inspections, and environmental impact determinations. Building permit fees are factored on the basis of square feet of building space and/or the building valuation and type of material.

A survey of permit processing times and fees in West San Gabriel Valley cities was taken by the City Planning Department in November, 1980. The survey found that neither the processing time for subdivision or development applications or the fees charged are excessive in South El Monte. These results indicate that the permit approval process is not acting as a constraint to the provision of housing by the private sector in the City.

The City contracts with a private consulting firm, Willdan Associates, for building inspection services. Codes presently enforced in the City are as follows:

Los Angeles County Uniform Building Laws, 1977 (Including Chapter 98 - Unoccupied Building and Structures, and Chapter 99 - Building and Property Rehabilitation for regulation of existing structures.)
Los Angeles County Plumbing Code, 1977
Los Angeles County Mechanical Code, 1977
Los Angeles County Electrical Code, 1978
National Electric Code, 1979

In addition, the City accepts the use of alternative construction materials approved by the International Conference of Building Officials and the State of California.

Service and Facility Infrastructure

"Infrastructure refers to the underlying foundation or basic framework of services and facilities needed before housing can be constructed. This section summarizes the facilities needed and the status of projects underway and those which have been proposed.

Drainage facilities needed in South El Monte have been identified by City staff and in various reports such as the Los Angeles County Flood Control District Drainage Deficiency Report. Most of the City's planned drains in residential areas have been constructed. The remaining storm drainage facilities are in planned industrial areas and should not hinder or limit residential growth. The City's Five-Year Capital Improvement Program, approved by the City Council in January, 1981, has identified the sections of storm drain planned to be built in predominantly residential areas. Exhibit 12 identifies these areas.

South El Monte is served by the San Gabriel Valley Water Company. There is water available for fire and domestic needs within close proximity to virtually every block in the City. However, some water lines need to be replaced to meet minimum fire flow requirements. It is the policy of the City Council to spend $200,000 annually for upgrading fire flow until all minimum requirements are met.

The new construction of, or extensive improvement to, an existing street can create new opportunities for housing. There are three (3) projects under design in 1981 which may have this affect. They are:

-- Acquisition of right-of-way and construction of Edwards Street from Klingerman Street to Fern Street.
-- The construction of Klingerman Street from Merced Avenue to Central Avenue with a sewer and new waterlines on Edwards Street.
-- The reconstruction with sewer and waterlines of Durfee Avenue south of the Pomona Freeway from Peck Road to the westerly City limits.

Two projects proposed for the 1981-1982 year in the City's Five-Year Capital Improvement Program and one proposed in 1985-1986 may also create new opportunities for housing. These projects, shown on Exhibit 12 with the ones above, are:

-- Street reconstruction of Paulson Avenue from Elliott Avenue to Schmidt Road.
-- Street and sewer construction of Granada Avenue from Elliott Avenue to Schmidt Road.
-- New street construction of Fawcett Avenue from Lexham Street to Durfee Avenue in 1985-1986.

## EXISTING HOUSING PROGRAMS

Table 6 lists the housing programs the City participates in. As of January, 1981, 152 homeowners and 53 renters have received some sort of housing assistance through these programs.

The City's Housing Coordinator administers the rehabilitation loan programs financed through the Section 312 and Community Development Block Grant programs. The Handyman Program uses workers funded by the U.S. Department of Labor's Comprehensive Employment Training Act (CETA). The 18 units allocated under the Section 8 existing program will be administered by the Baldwin Park Housing Authority.

In July, 1979, after determining that the Los Angeles County Housing Authority was not meeting the City's needs, South El Monte joined the Baldwin Park Housing Authority (BPHA). The BPHA is responsible for administration of the Section 8 program including the application and receipt of additional allocations. Although the City has not contracted for any other services, the BPHA staff also has expertise in the administration of housing rehabilitation programs, housing management programs and housing financing.

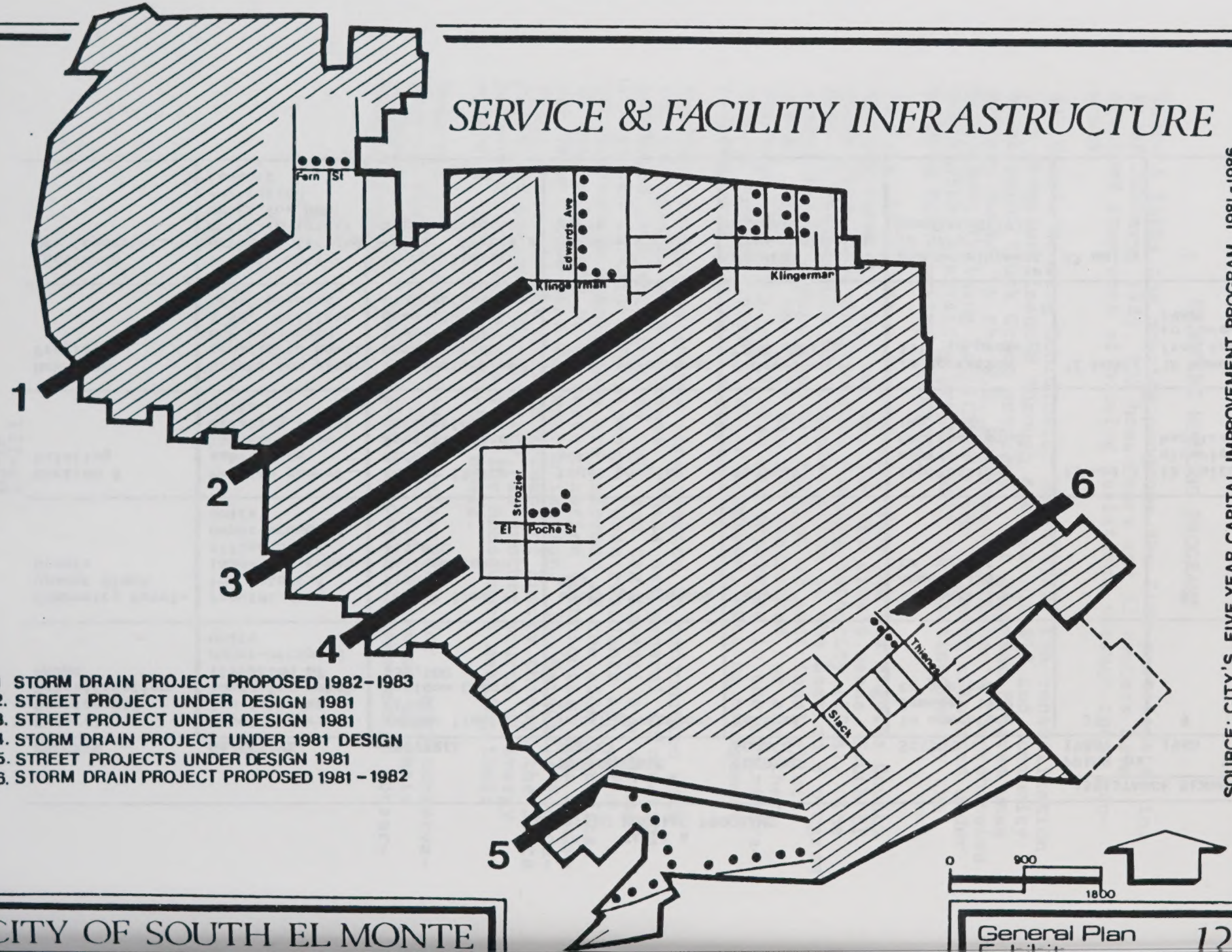
The City encourages energy conservation in conjunction with its existing housing programs. There are general information brochures available in City Hall and tax incentive programs are posted in City Hall windows. When residents apply for rehabilitation loans, they are informed of the added benefits of insulation and other weatherization techniques. Some Handyman Grants have been for weatherization. The Maravilla Foundation, funded by the U.S. Department of Energy through the State Office of Economic Opportunity, is another source of energy conservation information and, for homeowners meeting their criteria, actually weatherize homes.

Area utility companies provide information for energy conservation to their customers. The City could make use of their information while encouraging residents to take energy conservation measures.

TABLE 6
EXISTING HOUSING PROGRAMS

| PROGRAM | OBJECTIVE | CRITERIA | RESPONSIBLE AGENCY | FUNDING SOURCE | STATUS | ASSISTANCE RENDERED PRIOR TO 1980 | ASSISTANCE RENDERED 1980 |
|---|---|---|---|---|---|---|---|
| Federal: Section 312 Rehabilitation Loans | Provide direct low interest loans for rehabilitation of owner-occupied units | Income limitations Maximum Loan: $33,500 | Local government HUD[1] | Federal | In operation January 1977 to present | 25 | 9 |
| Community Development Block Grants | Provide direct low interest loans for rehabilitation of owner-occupied units | Income limitations Maximum loan: $15,000 | Local government HUD[1] | Federal | In operation August 1980 to present | -- | 6 |
| Section 8 Existing | Provide rental subsidy to households in existing rental units | Income limitations Specific need categories | Local housing authority | Federal | Application approved 8-80 Contract pending 12-80 | 13 units | 18 units elderly and handicapped |
| Handyman Program | Grants for minor repairs to homes not to exceed $600. Utilizes CETA[2] workers | For seniors and handicapped. 1 year residency Income Limitations | Local government HUD[1] | Federal - CDBG[3] monies | In operation 1977 to present | 72 homes | 36 homes from April to December 1980 |
| Section 8 New Construction | Private enterprises build and maintain rental units for HUD subsidized tenants. | Income limitations. Specific need categories | HUD Private enterprise | Federal Private lending agencies | One development in City -- completed 1972 | 22 units | -- |

# SERVICE & FACILITY INFRASTRUCTURE




1 STORM DRAIN PROJECT PROPOSED 1982-1983
2. STREET PROJECT UNDER DESIGN 1981
3. STREET PROJECT UNDER DESIGN 1981
4. STORM DRAIN PROJECT UNDER 1981 DESIGN
5. STREET PROJECTS UNDER DESIGN 1981
6. STORM DRAIN PROJECT PROPOSED 1981 - 1982

SOURCE: CITY'S FIVE YEAR CAPITAL IMPROVEMENT PROGRAM 1981-1986

CITY OF SOUTH EL MONTE

General Plan 12

## HOUSING PROBLEM SUMMARY

I. Household Needs Assessment

a. Almost 65%, or 2,800 households, in South El Monte have some kind of housing need.

1. 898 low and moderate income households are overpaying for shelter.

2. 817 low and moderate income households are living in substandard dwellings.

3. Over 25% of all households are living in overcrowded conditions.

4. There is a shortage of adequate housing for large families.

5. Some households are being displaced by private sector residential demolition activity.

II. Housing Stock Analysis

a. Almost 15% of the City's housing stock is substandard.

1. Slightly under 4% of the substandard units are unsuitable for rehabilitation.

2. New construction has not been at replacement levels.

*3. The process of industrial absorption in the City is not related in any systematic way to the provision of replacement housing.

*b. The City has a relatively limited range of housing available for different income groups with a high proportion of low cost dwellings compared to the rest of the market area.

c. There is no approach in the City that recognizes the roll of mobile homes and manufactured housing as an alternative for the provision of decent, safe, and affordable housing.

a. The City Code does not differentiate between trailers, mobile homes and manufactured housing.

III. Land Use Constraints

a. Little vacant land is available for new housing construction. Land that is vacant and potentially available for housing is in small lots dispersed throughout the City.

*1. There are few areas where large enough parcels are available to create a relatively self-contained residential environment.

*2. South El Monte land use controls do not provide density incentives for building on larger lots nor flexible design opportunities through the use of a planned unit development procedure.

b. Too little of the land zoned Multi-Family is being used for that purpose.

c. In many parts of the City, conflicting residential and industrial land uses exist together without adequate buffering.

IV. Existing Housing Programs

*a. Some residents living in substandard dwellings are not aware of opportunities to occupy low-cost housing or of the various governmental financial assistance.

1. Information about the City's participation in the Section 312 rehabilitation program is primarily passed on by word of mouth.

b. Existing housing programs the City participates in are not designed to rehabilitate renter-occupied units.

1. Absentee landlords, in many cases, do not have an economic incentive to improve their property as they are anticipating its conversion to more intensive land uses.

* Problems previously identified in 1974 Housing Element.

## HOUSING PROGRAM

The goals of the housing program for the City of South El Monte are consistent with State and Regional housing policies. These goals are:

GOAL: 1. To provide decent, safe and affordable housing within a satisfying living environment for all South El Monte residents.

GOAL: 2. To provide housing that varies sufficiently in cost, type and location to meet the economic and social needs of South El Monte residents.

GOAL: 3. To develop a balanced residential environment in South El Monte with access to employment opportunities, community facilities and adequate services.

The policies and action programs of the Housing Element are designed to guide activities toward the achievement of the above goals. The policy statements and recommended courses of action in the next pages are organized around the three primary issue areas identified by the California Legislature and the State Department of Housing and Community Development as important in addressing local housing problems. These are the preservation, improvement and development of housing.

## POLICY PROGRAM

I. OBJECTIVE: Rehabilitate 150 housing units over the next five (5) years; an average of 30 per year.

POLICY 1: ENCOURAGE THE REHABILITATION OF SUBSTANDARD AND DETERIORATING HOUSING WHERE ECONOMICALLY FEASIBLE IN ACCORDANCE WITH GENERAL PLAN LAND USE DESIGNATIONS.

ACTION: Target neighborhood areas in residential zones as first, second and third priority housing rehabilitation areas and concentrate rehabilitation efforts accordingly.

DISCUSSION: While all of South El Monte's land area falls within "impacted" census tracts (i.e., those areas eligible for federal housing program funding), neighborhood targeting breaks down overall need into specific areas of need. This action could increase the City's chances for specific project funding from such sources as the federal Economic Development Administration which encourages the designation of "neighborhood strategy areas".

RESPONSIBILITY FOR ACTION: Community Development Department
SCHEDULE: 1981

POLICY 2: ENCOURAGE CONTINUED PARTICIPATION IN AND EXPANSION OF EXISTING HOUSING REHABILITATION PROGRAMS.

ACTION: Continue to aggressively participate in HUD's Section 312, Handyman, and CDBG rehabilitation program.

ACTION: Expand the scope of the local Section 312 program with the use of targeted neighborhood areas.

DISCUSSION: Section 312 monies are available to homeowners who meet certain criteria. There is no specific allocation for a local jurisdiction, the money is dispersed as requested. If the number of applications processed and approved is increased, the City's participation in the program can increase. The additional staffing required to do this could come from CDBG funds.

RESPONSIBILITY FOR ACTION: Community Development Department
SCHEDULE: Early 1982

ACTION: Increase the CDBG housing rehabilitation program budget.

DISCUSSION: A. CDBG funds can be used for leveraged loan guarantees and/or reduced interest loans, low interest loans or deferred payment loans.
B. CDBG money and HUD 312 monies can be combined for rehabilitation.

RESPONSIBILITY FOR ACTION: Community Development Department, City Council
SCHEDULE: 1983 for designation of 1983-1984, 1985-1986 CDBG allocations

POLICY 3: ENCOURAGE INVESTIGATION AND PROMOTE THE USE OF ADDITIONAL WAYS TO FINANCE HOUSING REHABILITATION PROGRAMS.

POLICY 4: ENCOURAGE THE EXPANSION OF THE BALDWIN PARK HOUSING AUTHORITY'S ROLE IN PROVIDING HOUSING OPPORTUNITIES FOR REHABILITATION.

ACTION: Apply for Section 8 moderate rehabilitation funds.

RESPONSIBILITY FOR ACTION: Community Development Department, City Council, Housing Authority
SCHEDULE: 1981

ACTION: Apply for an Urban Development Action Grant. Possible project: Concentrated rehabilitation effort for both renter and owner occupied units in designated target areas.

RESPONSIBILITY FOR ACTION: Community Development Department
SCHEDULE: Early, 1982

ACTION: Apply to State Housing and Community Development Department to utilize the Deferred Payment Rehabilitation Loan Program.

DISCUSSION: This program provides low interest, deferred payment rehabilitation loans to low and moderate income households. Funds are lended to local agencies and administered locally.

RESPONSIBILITY FOR ACTION: Community Development Department, City Council, Housing Authority
SCHEDULE: 1982-1983

POLICY 5: ENCOURAGE THE UPGRADING OF EXISTING MOBILE HOME PARKS IN THE "R-M" ZONE.

ACTION: Maintain a strong code enforcement program to clean up existing parks.

RESPONSIBILITY FOR ACTION: State of California
SCHEDULE: Ongoing

POLICY 6: ENCOURAGE ENERGY CONSERVATION IN ALL HOUSING REHABILITATION EFFORTS IN THE CITY.

ACTION: Continue to emphasize increased benefits of energy conservation to participants of the 312, Handyman and CDBG rehabilitation programs.

ACTION: Continue to refer interested homeowners to the Maravilla Foundation for energy conservation information and possible grants.

ACTION: Continue to make energy conservation information available at City Hall.

RESPONSIBILITY FOR ACTION: Community Development Department
SCHEDULE: Ongoing

II. To meet identified housing needs, to progress towards the goals of the housing element, and to encourage the development of housing, the City of South El Monte shall:

OBJECTIVE: Construct and/or make available 150 new housing units in the City over the next five (5) years; an average of 30 units per year.

POLICY 7: ENCOURAGE THE DEVELOPMENT AND CONSTRUCTION OF A VARIETY OF TYPES OF HOUSING FOR ALL ECONOMIC LEVELS OF THE POPULATION.

ACTION: Expand existing contract with the Housing Authority to make application for the State Rental Housing Construction Program through the Department of Housing and Community Development.

DISCUSSION: The purpose of the Rental Housing Construction Program (RHCP) is to stimulate the construction of new rental housing developments with at least 30 percent of the units affordable to low and very low income families, elderly citizens and handicapped or disabled persons. (Using RHCP funds, the Department may provide financial assistance to foster the construction of new rental housing developments including conventional multiple family rental housing, cooperatives and mobile home parks.)

RESPONSIBILITY FOR ACTION: Community Development Department, City Council, Housing Authority
SCHEDULE: 1982-1983

ACTION: Initiate an outreach campaign to solicit participation of private developers in affordable housing programs; maintain a roster of interested firms and programs.

ACTION: Encourage developers to pursue California Housing Finance Agency (CHFA) monies to obtain direct loans for the development of new rental and cooperative multi-family housing for low and moderate income households.

ACTION: Encourage private lenders to pursue the use of CHFA monies which can be used to purchase mortgages from private lenders to enable eligible low and moderate income borrowers to purchase single family homes.

RESPONSIBILITY FOR ACTION: Community Development Department
SCHEDULE: Ongoing

ACTION: Review the "R-M" Zone regulations for lot area required, amount of building coverage of lot, density, open space, yard requirements, and allowable distance between buildings. Amend the Code to increase the quality of individual site developments for housing.

DISCUSSION: Recommended changes include:

-- Increase the minimum lot area per dwelling unit from 1,500 square feet to 2,000 or 2,500 square feet depending on the number of bedrooms.
-- Reduce maximum lot coverage from 60% to 50%.
-- Increase open space requirements to 400 square feet from present 300 square feet for one and two bedroom "R-M" units, and to 250 or 300 square feet for those with more than two bedrooms.
-- Change "R-M" parking requirements for each unit to two covered (garage or carport) spaces plus one open car space per five units.

ACTION: Consider the following as ways to increase housing opportunities in the City:

a. Amend the Zoning Ordinance to allow the location of manufactured housing units on permanent foundations in residential zones in the City.
b. Develop standards for manufactured housing subdivisions, condominium developments and apartment to condominium conversions.
c. Amend the Zoning Ordinance in accordance with State law to provide density bonuses or other incentives to assist developers willing to construct a minimum of 25% of the total housing units for low and moderate income households.
d. Permit the waiver or reduction of development fees for projects participating in affordable housing programs.

POLICY 8: PROMOTE THE USE OF EXISTING AND NEW HOUSING PROGRAMS IN CONJUNCTION WITH MANUFACTURED HOUSING.

ACTION: Investigate the following programs and encourage participation:

a. HUD's Title 1, Section 2 program for purchase of manufactured housing.
b. State Cal-Vet loan program for purchase of manufactured housing.
c. State Homeowner Assistance Program for purchase of manufactured housing, sites for such housing, and/or the development or purchase of parks for manufactured housing.
d. Section 8 Existing funds to subsidize manufactured housing space rentals.

RESPONSIBILITY FOR ACTION: Community Development Department, Housing Authority
SCHEDULE: 1982-1983

POLICY 9: ENCOURAGE THE ACCEPTANCE OF MANUFACTURED HOUSING AS AN ALTERNATIVE HOUSING SOURCE.

ACTION: Develop a set of standards that qualify factory built (manufactured) housing units to be approved as standard housing stock.

ACTION: Adopt State definitions of manufactured housing and amend the City Code to differentiate between trailers, mobile homes and manufactured housing.

RESPONSIBILITY FOR ACTION: Community Development Department, City Council
SCHEDULE: 1982

POLICY 10: DESIGNATE LAND USES IN RESIDENTIAL AREAS WHICH PRESERVE EXISTING NEIGHBORHOOD CHARACTERISTICS AND FACILITATE AND ENCOURAGE THE DEVELOPMENT OF HOUSING.

RESPONSIBILITY FOR FOLLOWING ACTIONS: Community Development Department, Planning Commission, City Council

ACTION: Change General Plan land use designation to residential single family for Areas 1 and 2 (see Exhibit next page).

SCHEDULE: 1981

ACTION: Consider a zone change from "R-S" to "R-M" for the land west of Edwards Street, east of Strozier Avenue and north of Klingerman Street (see Area 3 on Exhibit 13).

SCHEDULE: 1981

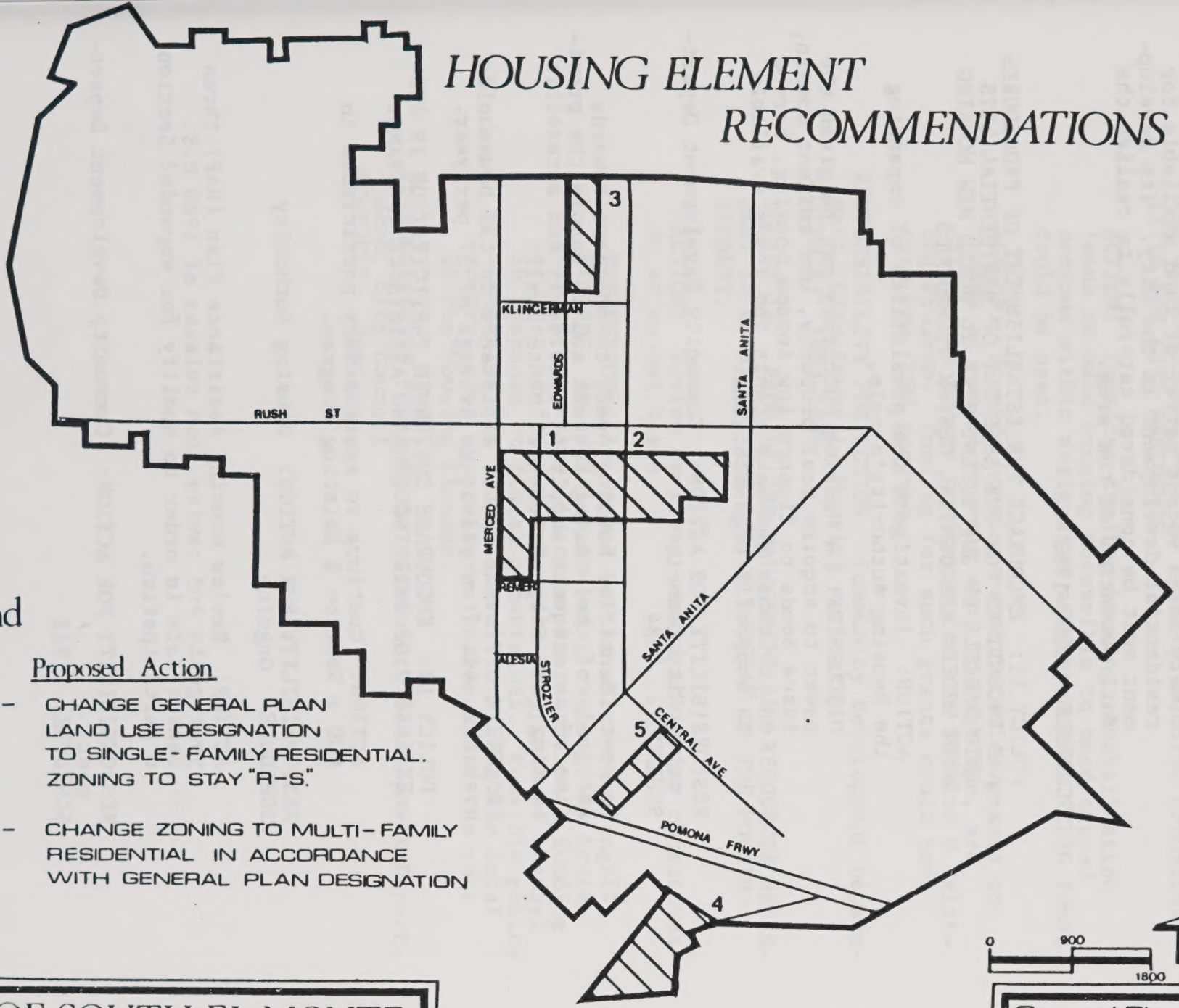
ACTION: Consider a zone change from single family to multiple family for the land south of the freeway shown as Area 4 on the map.

SCHEDULE: 1982

ACTION: Consider a zone change from "R-S" to a higher density for the land commonly called the Wright Property (see Area 5).

ACTION: Investigate alternative residential land uses, such as cluster housing and planned unit developments for the development of the Wright Property.

# HOUSING ELEMENT RECOMMENDATIONS




## Legend

| Area | Proposed Action |
|---|---|
| 1 & 2 – | CHANGE GENERAL PLAN LAND USE DESIGNATION TO SINGLE-FAMILY RESIDENTIAL. ZONING TO STAY "R-S." |
| 3, 4, 5 – | CHANGE ZONING TO MULTI-FAMILY RESIDENTIAL IN ACCORDANCE WITH GENERAL PLAN DESIGNATION |

CITY OF SOUTH EL MONTE

General Plan Exhibition 13

DISCUSSION: The Wright Property is the last relatively large vacant parcel of land available for residential development in the City. Its development must be considered carefully to realize the full potential of the area.

SCHEDULE: 1982-1983

POLICY 11: ENCOURAGE THE ESTABLISHMENT OF PROCEDURES AND INCENTIVES FOR THE ASSEMBLY OF RESIDENTIAL LOTS INTO PARCELS OF SUFFICIENT SIZE TO BUILD NEW HOUSING WITH MODERN RESIDENTIAL DESIGN TECHNIQUES.

ACTION: Investigate the possibility of expanding the Housing Authority's role.

DISCUSSION: A Housing Authority can be given the power to acquire real property, use eminent domain, issue bonds to finance low income housing, borrow on its bonds and make grants and loans available to nonprofit organizations.

RESPONSIBILITY FOR ACTION: Community Development Department, City Council
SCHEDULE: 1984

III. To meet identified housing need, to progress towards the goals of the Housing Element and to ensure the provision of an adequate supply of affordable and accessible housing, the City of South El Monte shall:

OBJECTIVE: Provide rental assistance to 135 households over the next five years; an average of 27 per year.

POLICY 12: ENCOURAGE CONTINUED PARTICIPATION IN AND EXPANSION OF EXISTING HOUSING ASSISTANCE PROGRAMS.

ACTION: Continue to aggressively participate in HUD's Section 8 Existing Program.

RESPONSIBILITY FOR ACTION: Housing Authority
SCHEDULE: Ongoing

ACTION: Review Housing Assistance Plan (HAP) three year goals and revise upon release of 1980 U.S. Census data in order to qualify for expanded Section 8 participation.

RESPONSIBILITY FOR ACTION: Community Development Department
SCHEDULE: 1982

POLICY 13: ENCOURAGE INVESTIGATION AND PROMOTE THE USE OF ADDITIONAL WAYS TO INCREASE HOUSING OPPORTUNITIES FOR CITY RESIDENTS.

ACTION: Consider funding housing rehabilitation loans to make housing accessible to handicapped persons within designated neighborhoods. CDBG funds could be used.

ACTION: Provide housing rehabilitation grants to owners of rental housing who, in exchange, are willing to become landlords for the Section 8 Existing Program. Funding for such grants could come from the CDBG program.

RESPONSIBILITY FOR ACTION: Community Development Department, City Council, Housing Authority
SCHEDULE: 1983-1984

POLICY 14: PROVIDE THE MANAGEMENT AND RESOURCES NECESSARY TO CARRY OUT THE ACTION PROGRAM OF THE HOUSING ELEMENT.

ACTION: Review progress toward achieving objectives on an annual basis.

DISCUSSION: An annual review of the Housing Element, in addition to being required by State law, is necessary in order to re-evaluate funding sources as federal and state programs are changed in response to fiscal constraints. Possible policy changes on the federal level to strengthen local control over expenditures could expand the role of the Housing Element.

RESPONSIBILITY FOR ACTION: Community Development Department, City Council
SCHEDULE: Ongoing

# LAND USE AND CIRCULATION ELEMENTS

# SECTION IV: LAND USE ELEMENT

The primary purpose of the Land Use Element is to set forth City policy for the general location and intensity of land use. The Element describes the existing and future relationships of physical development in South El Monte in terms of intensity and density, buffers, and land use interrelationships.

Government Code Section 65302(a) requires a land use element of all city and county general plans, as follows:

> A land use element which designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The land use element shall also identify areas covered by the plan which are subject to flooding and shall be reviewed annually with respect to such areas.

Land Use Elements have been required in local general plans since 1955. South El Monte's Land Use Element was adopted in 1966.

## RELATIONSHIP OF THE LAND USE ELEMENT TO OTHER GENERAL PLAN ELEMENTS

By definition, the Land Use Element encompasses most of the concerns of the other eight (8) elements and plays a central role in synthesizing all land use issues, constraints and opportunities. All general plan elements must be integrated and internally consistent with one another. The following is a discussion of the relationship of the Land Use Element to the other elements and a summary of the other General Plan proposals that affect or have influenced land use proposals.

Circulation - The Circulation Element designates the general location and scale of existing and proposed transportation routes which support and provide access to proposed land use designations. The specific street extensions, improvements and new construction recommended in the Circulation Plan are based on a review of the existing street system, current traffic studies, and future land use proposals. The extension of streets such as El Poche, Alpaca and Factorial Way in industrial areas will provide better utilization of the land already

designated and zoned for such use. The widening and paving of streets, such as Edwards Street, make more land available for residential uses. Access is a significant factor in the development of land and all land use proposals have considered it.

Housing - The Housing Element sets forth specific plans for housing development, construction, and rehabilitation in areas determined best suited for residential use in the Land Use Element. In an effort to provide adequate housing sites for identified housing needs of City residents, the Housing Element recommended increased density standards for three (3) residential areas in the City. With the intention of improving the quality of individual site development, changes were recommended to the "R-M" Zone development standards. General Plan land use designations and standards of population density and building intensity outlined in the Land Use Element reflect the Housing Element proposals.

Open Space, Conservation, and Scenic Highways - These elements identify land resources, including park land open space. The Land Use Element recommends areas for park development based on anticipated population trends and settlement patterns.

Safety, Seismic Safety, and Noise - These three (3) elements identify existing and potential environmental and man-made factors which limit the type or extent of land use.

## EXISTING LAND USE CONDITIONS AND CHARACTERISTICS

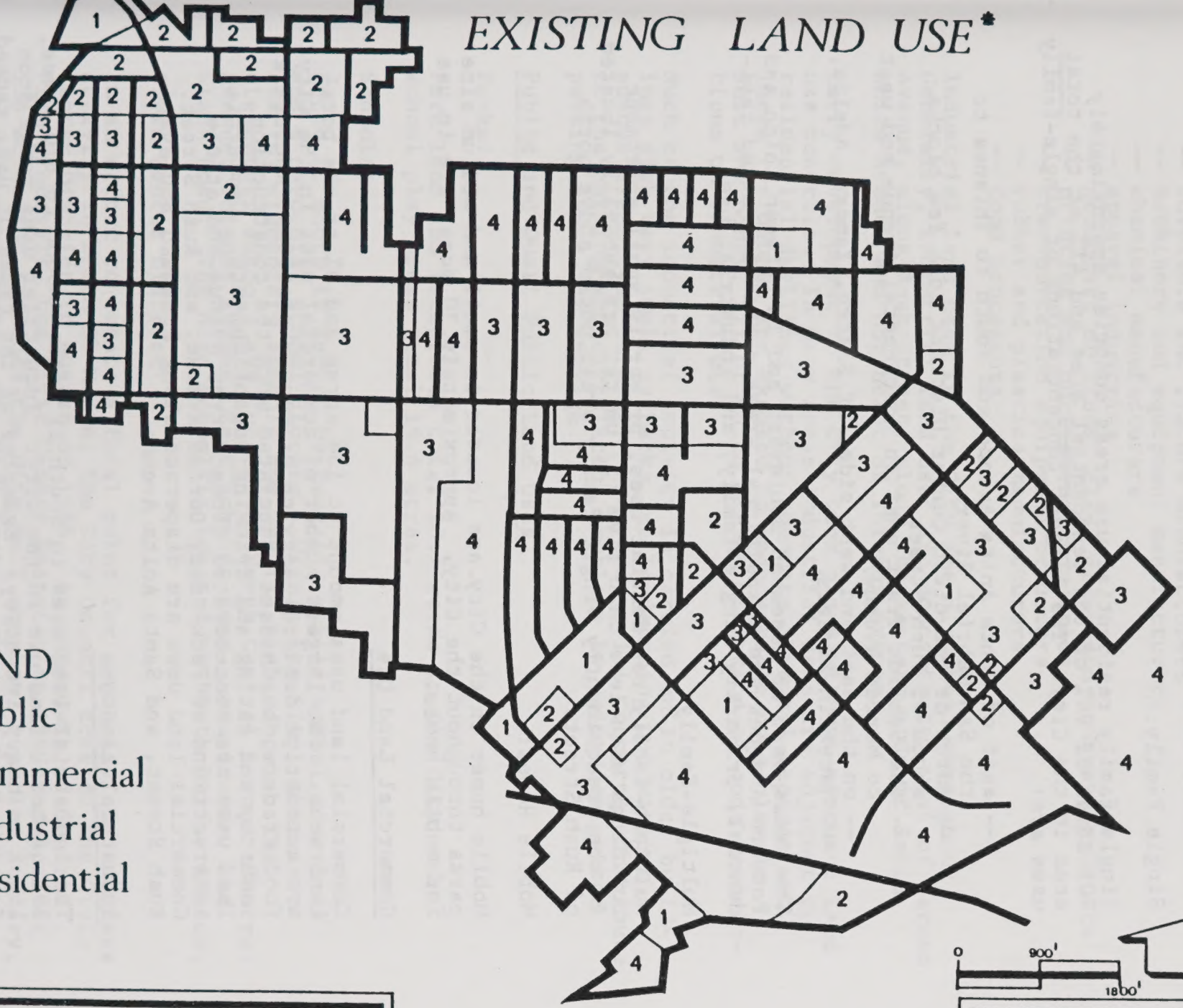
South El Monte is characterized as having a variety of residential, commercial, and industrial land uses. Table 1 gives the acreage devoted to each major use. The following discussion further describes land use characteristics in the City in terms of geographic location.

TABLE 1
EXISTING LAND USE DISTRIBUTION

| Category | # of Acres | % of Total |
|---|---|---|
| Residential | 701 | 41.3 |
| Commercial | 134 | 7.9 |
| Industrial | 670 | 39. |
| Public and Quasi Public | 131 | 7.7 |
| Vacant | 61 | 3.6 |

Source: 1980 City Planning Department Land Use Survey
NOTE: Acreage figures have been rounded off.

# EXISTING LAND USE*



LEGEND

1 Public

2 Commercial

3 Industrial

4 Residential

0 900' 1800'

*GENERALIZED FROM: LAND USE SURVEY CITY PLANNING DEPARTMENT NOVEMBER 1980

CITY OF SOUTH EL MONTE

General Plan Exhibit 14

## Residential Land Use

### Single Family:

Single-family residential use areas comprise approximately 701 acres of 94% of the residential area and 41% of the total area in the City. The largest concentrations of single-family uses are:

-- east of Santa Anita Avenue and south to Thienes to the San Gabriel River.
-- north of the Civic Center District to a few blocks south of Rush Street.
-- the Schmidt Tract east to Continental Avenue and west to Merced Avenue.
-- on the east and west sides of Sastre, Tamora, Adelia, Marybeth Streets.

The areas west of Rosemead Boulevard and in between Chico and Potrero Avenues are transitional areas containing mixed residential, primarily single-family, and industrial uses.

### Multiple-Family:

Multiple-family residential uses, primarily small apartment buildings with less than five (5) units, are generally located in the predominantly single-family areas noted above north of Rush Street.

### Mobile Homes:

Mobile homes in the City are located in small and medium size parks throughout the City. Approximately 30 acres are in use for mobile homes.

## Commercial Land Use

Commercial land uses amount to 134 acres and 8% of the total land area. The largest number of commercial uses in the City are automotive dealers, service or repair stations, wholesale food traders, businesses associated with the construction industry and eating and drinking establishments. Commercial land uses are concentrated along Garvey Avenue and at the intersections of Peck Road, Durfee Avenue, and Rush Street. Commercial land uses are dispersed along Rosemead Boulevard, Rush Street, and Santa Anita Avenue.

## Industrial Land Use

The industrial land uses in South El Monte amount to 670 acres, 39% of total land use in the City. Industrial uses range from light to heavy intensity. Examples of the types of use, ranked from the highest number of businesses operating in each category are:

-- fabrications of metal products
-- furniture and fixture manufacturers
-- machinery and equipment manufacturers
-- chemical manufacturers
-- apparel industries
-- producers of stone, clay, glass and concrete products
-- printing and publishing industries
-- transportation equipment producers
-- rubber and plastics manufacturers
-- food processors

Industrial land uses in the City are dispersed throughout. Generally, industrial land uses are concentrated west of Merced Avenue, along Rush Street, along the eastern side of Santa Anita Avenue, and northeast of Thienes Avenue.

Early development in the City took place without adequate land use controls. In many areas industrial uses are adjacent to residential dwellings without adequate physical separation. These residences are exposed to unacceptable noise levels, dust and odors, all of which are in violation of code restrictions on industrial use.

Much of the industrial activity is carried on in older buildings with very small setbacks, no landscaping and without adequate employee parking. Many industrial concerns contribute to the parking and circulation problems by using designated parking areas for storage.

Public and Quasi Public Land Uses

Parks:

Park land and facilities total 20.7 acres in the City and school play areas total 19.6 acres.

Schools:

South El Monte is served by four (4) public school districts and a parochial school diocese. Within the City, there are six (6) elementary schools and one (1) high school. The elementary schools are located on North Central Avenue, Central Avenue, Thienes Avenue, East Schmidt Road, Loma Avenue, and Slack Road. The high school is located on North Durfee Avenue.

Civic Center District:

In an effort to create a focal point for community and business activity in South El Monte, the City Council created the Civic Center District in August of 1966. An outgrowth of General Plan proposals, the Civic Center District in 1980 encompasses 138 acres and includes the City Hall complex, a public library, the Community Center, the Mini-Center, the municipal swimming pool, the site of the proposed Senior Citizens Center, a hospital and medical buildings and two (2) municipal parks.

An Architectural Review Board reviews all plans for buildings and structures, both public and private, within the District to ensure that the uniformity and visual compatibility intended in the creation of the District is maintained. The Civic Center District is indicated on Exhibit 15.

Vacant Land

A total of 60 acres, or 3.6%, of total land area in the City was vacant at the time of the land use survey. Exhibit 15 summarizes the location of the vacant sites. In general, the sites vacant west of Rosemead Boulevard are characteristic of the transitional nature of the area; they were vacant only as long as it took to clear the site for a new use. The two (2) largest vacant parcels, the property off Central Avenue and the pie shaped wedge of land south of the Pomona Freeway, represent almost a third of the total amount of land vacant in the City. The remaining acreage is dispersed in small, single lots throughout the City.

## FLOOD CONTROL

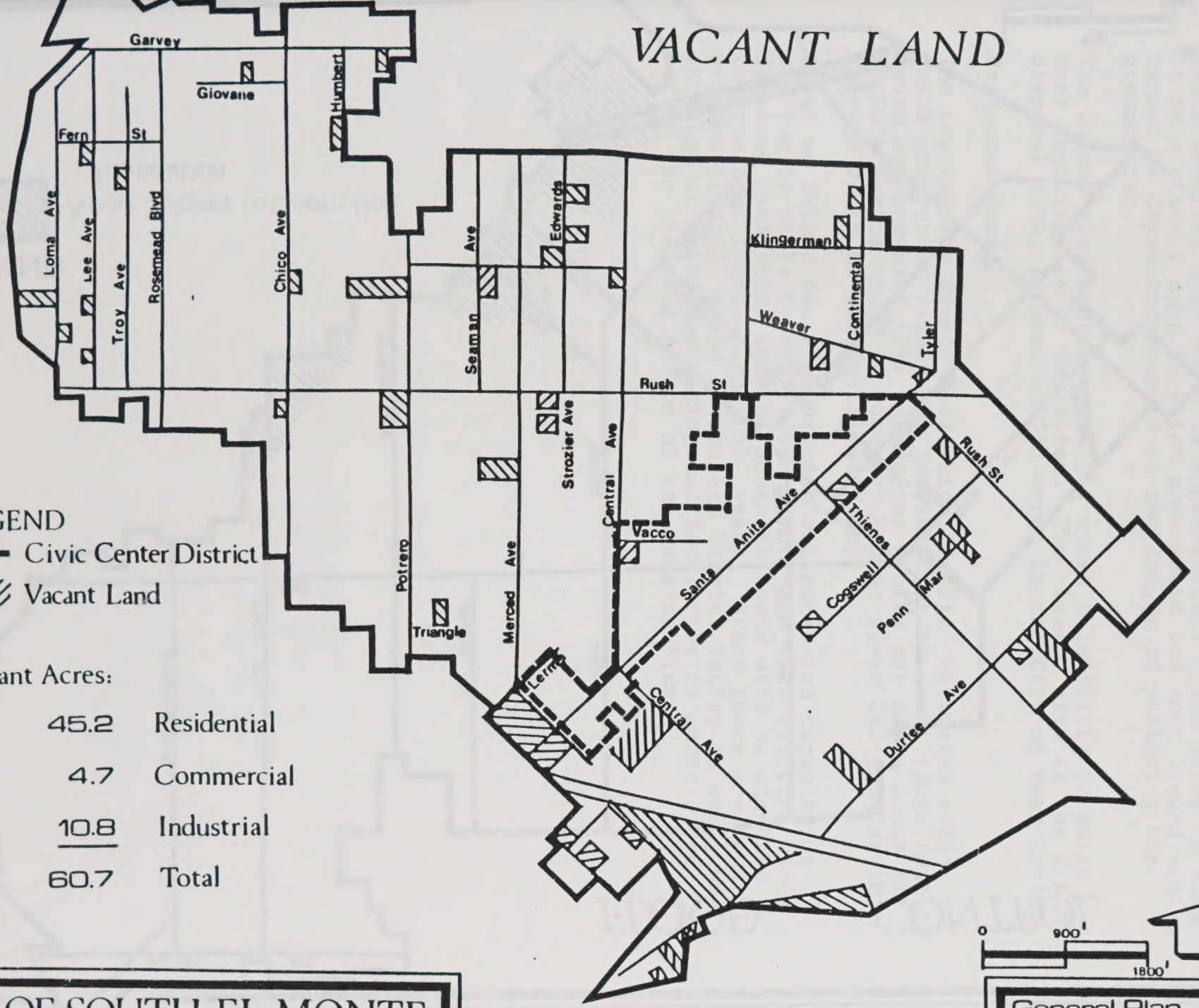
South El Monte's location immediately north of Whittier Narrows Dam makes portions of it potentially susceptible to flooding. Some areas are below 229 feet in elevation and, therefore, exposed to "controlled inundation" as defined by the Los Angeles Flood Control District. The 229 foot elevation boundary represents the inundation limits of two (2) consecutive 100-year floods; thus, flooding of the higher portions is unlikely. On those portions within the City (Exhibit 16), the Flood Control District allows development as long as finished floors are above 229 feet.

## WASTE DISPOSAL

The City has jurisdiction over the local sewer system but contracts with Los Angeles County to provide maintenance and administrative services for the system. South El Monte is in Los Angeles County Sanitation District No. 15. Liquid waste from the local system is carried by County trunk lines to the treatment plants which serve the San Gabriel Valley. The County Sanitation Department is responsible for the trunk sewers and treatment plants. There are over 38 miles of sewer lines within the City limits.

There are two (2) private waste disposal firms collecting residential rubbish in the City and an estimated 10 waste disposal companies collecting industrial waste. The City has given no franchise for rubbish collection. The private firms transport rubbish to a County landfill site or one of the private sites in the San Gabriel Valley.

# VACANT LAND




LEGEND

- Civic Center District
- Vacant Land

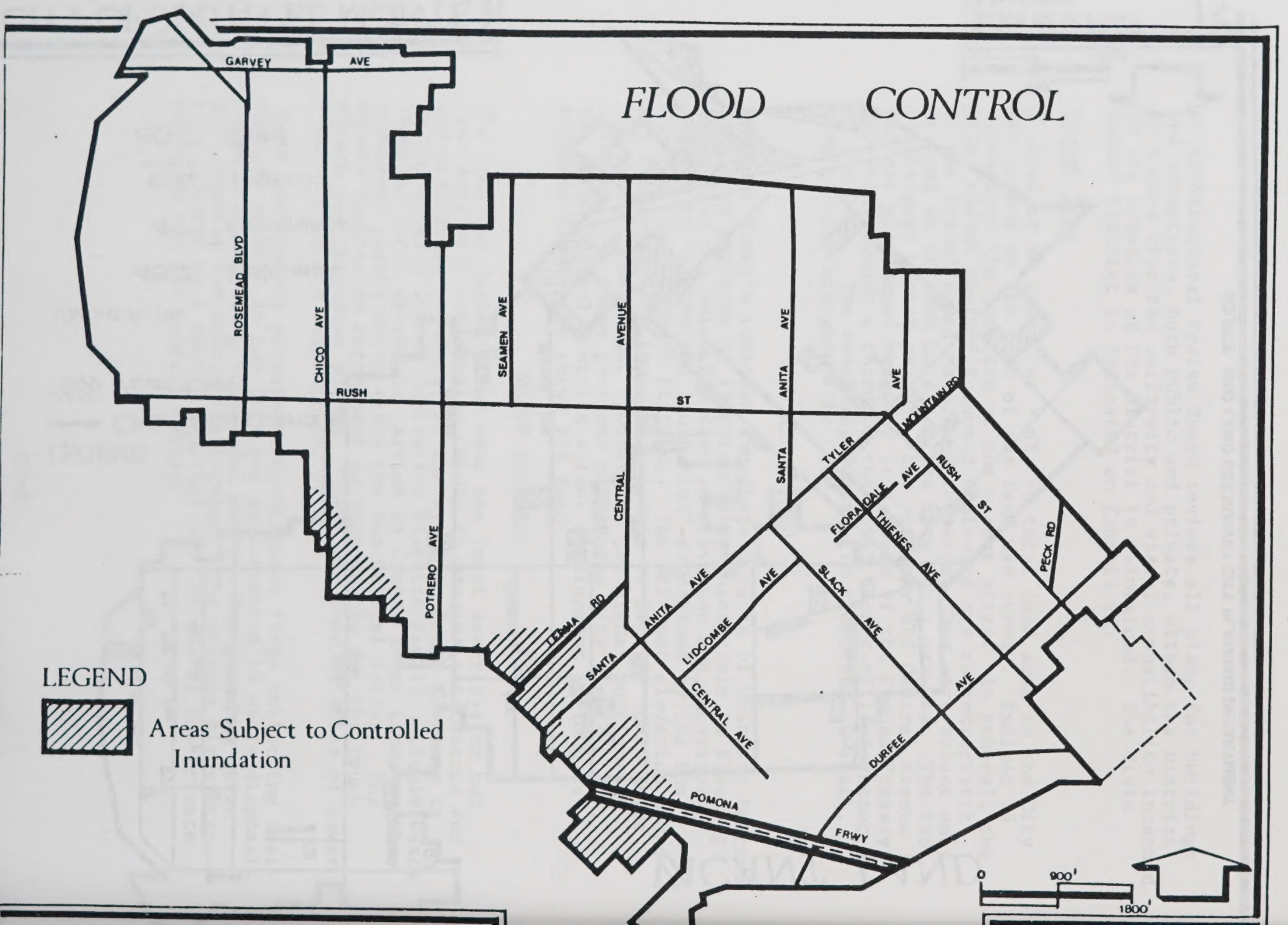
Vacant Acres:

| | |
|---|---|
| 45.2 | Residential |
| 4.7 | Commercial |
| 10.8 | Industrial |
| 60.7 | Total |

SOURCE: 1980 LAND USE SURVEY CITY PLANNING DEPARTMENT

CITY OF SOUTH EL MONTE

General Plan Exhibit 15


FLOOD CONTROL
GARVEY AVE
ROSEMEAD BLVD
CHICO AVE
RUSH ST
SEAMEN AVE
AVENUE
ANITA AVE
SANTA
TYLER AVE
MOUNTAIN RD
RUSH ST
PECK RD
FLORALE AVE
THIENES AVE
SLACK AVE
CENTRAL
POTRERO AVE
LEMMA RD
ANITA AVE
LIDCOMBE AVE
SANTA
CENTRAL AVE
DURFEE AVE
POMONA FRWY
LEGEND
Areas Subject to Controlled Inundation
0
900'
1800'

The Los Angeles County Sanitation District owns and operates a landfill site two (2) miles from South El Monte. Puente Hills Landfill Site No. 6 is approximately 1,200 acres in size. It is a class 2 dump in which some solid and most liquid wastes cannot be deposited because of the danger of polluting the groundwater.

The County also operates one (1) class 1 landfills in which most anything can be deposited. The class 1 site is the B.K.K. disposal site, located on 583 acres in the City of West Covina.

Projected Need

The Los Angeles County Sanitation District estimates solid waste generation within its jurisdiction to equal approximately seven and one-half (7½) pounds per capita per day. South El Monte's factor would be somewhat higher given its greater than average ratio of industrial activity.

Based on future waste generation estimates and capacity of the Puente Hills Landfill, the County projects existing waste disposal facilities serving South El Monte will be adequate for the next thirty-eight (38) years. Since there are several private landfill sites in the San Gabriel Valley as well, no shortage of solid waste disposal facilities is anticipated within the planning period of the General Plan.

## POLICY PROGRAM

The goals of the Land Use Element are:

1. To maintain and enhance the quality of existing residential neighborhoods,

2. To encourage more efficient use of land,

3. To improve the relationship between land uses through physical and functional separation.

To meet the goals of the Land Use Element, the City of South El Monte has established the following policies:

POLICY 1: PROTECT SINGLE FAMILY AREAS FROM ENCROACHMENT OF SURROUNDING LAND USES.

POLICY 2: ENCOURAGE THE COMBINATION OF RESIDENTIAL LOTS INTO LARGER AND MORE EFFICIENT PARCELS FOR NEW MULTIPLE FAMILY DEVELOPMENT.

POLICY 3: DEVELOP NEIGHBORHOOD PARKS ADJACENT TO SCHOOLS AND NEAR THE CENTER OF THE AREAS TO BE SERVED, WHERE POSSIBLE.

POLICY 4: ENCOURAGE THE DEVELOPMENT OF COMMERCIAL CENTERS IN AREAS THAT EFFICIENTLY AND CONVENIENTLY SERVE THE BUSINESS AND SERVICE NEEDS OF THE PEOPLE LIVING AND WORKING IN THE CITY.

POLICY 5: ENCOURAGE THE COMBINATION OF SMALL LOTS INTO LARGER AND MORE EFFICIENT PARCELS FOR QUALITY DEVELOPMENT OF INDUSTRIAL AREAS.

POLICY 6: CONTINUE TO REQUIRE ADEQUATE BUFFERING BETWEEN INDUSTRIAL AREAS AND ADJACENT RESIDENTIAL DEVELOPMENTS.

POLICY 7: ENCOURAGE THE DEVELOPMENT OF A SINGLE SCHOOL DISTRICT TO SERVE SOUTH EL MONTE RESIDENTS.

POLICY 8: CONTINUE TO MAINTAIN THE CIVIC CENTER DISTRICT TO PROVIDE A FOCAL POINT FOR THE CITY.

POLICY 9: COORDINATE WITH THE CITY OF EL MONTE TO BETTER DEFINE THE TWO CITIES' ADJOINING BOUNDARIES.

POLICY 10: ENCOURAGE A REVIEW OF THE LOCAL AGENCY FORMATION COMMISSION'S (LAFCO) DESIGNATION OF SOUTH EL MONTE'S SPHERE OF INFLUENCE.

## LAND USE PROPOSALS

The proposed Land Use Element of the General Plan 2000 has eleven (11) land use categories. Table 2 summarizes the acreage in each and the General Plan 2000 map shows the area locations for each category. This section further discusses the land use designations of the Plan.

TABLE 2
PROPOSED LAND USE ELEMENT

| Land Use Category | # Acres |
|---|---|
| Low Density (R-S) | 404 |
| Medium Density (R-M) | 177 |
| Low Density Agriculture (R-S-A) | 10 |
| Medium Density Agriculture (R-M-A) | 24 |
| Planned Unit Developments (R-P-D) | --- |
| TOTAL RESIDENTIAL | 612 |
| General Commercial (C) | 43 |
| Commercial - Manufacturing (C-M) | 195 |
| TOTAL COMMERCIAL | 238 |
| Industrial (M) | 820 |
| Public and Quasi-Public | 130 |
| Parks (P) | 5 |
| Civic Center District | 138 |

### Residential Land Use

Low Density Residential:

Low density residential areas are particularly suitable for detached single family housing units. Densities may range from one (1) to eight (8) units per net acre. The intent of this classification is to maintain the character of existing low density residential neighborhoods.

Medium Density Residential:

The medium density residential classification will accommodate up to 29 units per net acre, given a minimum lot area per unit of 1,500 square feet. Minimum lot areas should be based on the number of bedrooms per unit and should range from 1,500 square feet to 2,500 square feet.

The density range in the medium density designation allows a variety of housing types including garden apartments, townhomes, and medium rise apartments. Future condominium development in the City will be in medium density residential areas.

Low Density Agriculture:

This designation maintains the low density residential standards and allows the boarding of horses and some farm animals on those lots over 10,000 square feet. The intent of an agriculture designation is to provide for a wider variety of land use in those areas that are compatible with such uses. Examples include those areas adjacent to Whittier Narrows and the open spaces in close proximity to the San Gabriel River.

Medium Density Agriculture:

The medium density agriculture designation has the same intent as low density agriculture; to provide for a wider variety of land uses in those areas compatible with such. This designation recognizes that with good planning the keeping of horses and farm animals can also occur in medium density developments.

High Density Residential:

The high density residential designation is used in conjunction with planned unit developments (PUD's). The intent of the classification is to allow innovative land use such as cluster development with townhouse floorplans in minimum four (4) acre sites that will be conducive to a high quality residential development. The designation recognizes the economic realities of future housing development to infill residential areas of the City, such as the parcel known as the Wright Property.

Providing for Planned Unit Developments is usually done with the use of a floating zone. A floating zone is a district described in the zoning ordinance but not given a specific location until the developer applies for it. When approved, the PUD would be developed under the conditions of the ordinance.

TABLE 3
RESIDENTIAL DENSITY STANDARDS

| lassi-ication | Type of Density | Maximum Units/ Net Acre | Minimum Lot Area Per Unit | Primary Type of Unit | Other |
|---|---|---|---|---|---|
| -S | Low | 1-8 | 5,000 sq. ft. | detached single family | second dwelling allowed in lots over 10,000 sq. ft. |
| -M | Medium | 9-29 | 1,500 sq. ft. | garden apts., townhouse, medium rise apts. | |
| -S-A | Low | 1-8 | 5,000 sq. ft. | detached single family | certain farm animals allowed on lots over 10,000 sq. ft. |
| -M-A | Medium | 9-29 | 1,500 sq. ft. | garden apts., townhouse, medium rise apts. | certain farm animals allowed |
| -P-D | High | 45 | 950 sq. ft. | townhouse | at least 4 acre site |

Nonresidential Land Use

General Commercial:

The main intent of the general designation is to provide locations for several types of commerce. While there is no central commercial area of the City, the plan does propose the continued development of the retail commercial complex on Peck-Durfee Road and small commercial centers at major intersections in the City.

Commercial-Manufacturing:

This is a new general plan designation and is used for the Garvey Avenue area. The intent of the designation is to promote economic revitalization through a limited but higher land use intensity. As part of this encouragement for land recycling, the City should develop and enforce an architectural review procedure.

Industrial:

The industrial designation is used in areas generally appropriate for major industrial uses including manufacturing of all types and warehousing and storage. The intent of this classification is to assure that sufficient land is allocated for a wide range of industry and industry-related activities.

Public and Quasi-Public:

This designation is used for the major existing public and quasi-public uses such as utilities, public buildings, public and private educational institutions, religious institutions, hospitals, and fire stations.

## COMPARISON OF REVISED LAND USE ELEMENT AND PREVIOUS LAND USE ELEMENT

The 1966 General Plan Land Use Element differs from the 1980 Plan in content and scope. The land use designations have been modified in the 1980 Plan, as have the areas proposed for each land use. Table 4 compares the proposed land uses with the earlier plan.

TABLE 4
COMPARISON OF REVISED LAND USE ELEMENT AND PREVIOUS LAND USE ELEMENT

| Land Use Category | Area Proposed by 1966 Plan through 1985 | Area Proposed by 1980 Plan through 2000 |
|---|---|---|
| Residential | 471 | 612 |
| Industrial | 685 | 820 |
| Commercial | 165 | 238 |
| Public-Quasi | 112 | 130 |
| | 1,433 | 1,800 |

It is important to note that the 1966 Plan does not reflect the same total area as proposed in the 1980 Plan. There are several reasons for this:

-- The 1966 Plan did not conform designated land use areas to lot lines as is required now.

-- Annexation activity has occurred in the City since 1966.

-- The Planning Area has been redefined.

-- Land use trends have stabilized in residential and industrial areas.

Other minor discrepancies are due to the difference in methodologies utilized to categorize land use. For example, the revised element uses four (4) residential designations; the 1966 Plan used two (2). The four (4) commercial designations used in 1966 have been combined into two (2) in the revised plan.

The location and distribution of land use for both Elements is generally the same, but designated use areas are now better defined. Commercial areas have been condensed in some sections, such as the intersection of Peck Road and Durfee Avenue and expanded to reflect corner commercial development, such as at Rosemead Boulevard and Rush Street and Santa Anita Avenue and Rush Street. The differences in community facilities for 1966 and public and quasi-public uses for 1980 are due, in part, to the redefinition of the core area and the inclusion of churches in the designation.

## IMPLEMENTATION MEASURES

There are several steps which should be taken to implement the plans and policies of the revised Land Use Element. The following list of actions is not intended to be exhaustive; additional measures can and should be added as progress toward achieving the goals of the Land Use Element are reviewed. Each recommendation for action is in accord with the policy statements of all nine (9) elements of the General Plan.

### 1. Zone Text Amendments

Several amendments and changes to existing ordinances which regulate the use of land will be necessary to implement the intent of the Land Use Element. These are to:

-- Develop and adopt a residential-single family agriculture zone.

-- Develop and adopt a residential-multiple family agriculture zone.

-- Develop and adopt a floating zone to allow planned unit developments (PUD's).

-- Develop and adopt a commercial-manufacturing zone with provisions for architectural review.

-- Develop and adopt an ordinance for condominium type units and conversion condominiums within R-M and R-M-A zones, including a provision for condominium development within the PUD concept.

-- Review the existing zoning map and General Plan for consistency. Set a schedule for the zone changes necessary to achieve zoning/General Plan consistency.

2. City Boundaries

-- Establish a medium of communication with the City of El Monte to logically define the boundary between the two cities.

-- Contact the Local Agency Formation Commission (LAFCO) and request a review of South El Monte's sphere of influence.

3. General Plan Review

-- Monitor the land uses along Santa Anita Avenue for the allowance of possible future "C" uses in those "M" zones, dependant upon economic conditions.

-- Develop an area development plan for the unincorporated County area east of City, west of San Gabriel River.

-- Annually review the progress made in achieving the goals of the nine (9) elements of the General Plan; revise and update as necessary.

## SECTION IV: CIRCULATION ELEMENT

The Circulation Element of the General Plan provides for the movement of people and goods within the City and between South El Monte and other communities in the West San Gabriel Valley and Greater Los Angeles area. The principal objective of the Circulation Plan is to serve the land use elements with a comprehensive system designed to move persons and goods with maximum efficiency and minimum danger.

While South El Monte's circulation system today is based almost entirely on auto and truck circulation, this element also describes the role of the City's pedestrian, bicycle and public transit circulation systems serving the City and region.

### GOALS STATEMENT

The goal of the Circulation Element is:

> To establish within the City a circulation system which provides safe and convenient facilities and is responsive to the economic environmental and social needs of the local community and surrounding areas.

The following sections update the 1966 Circulation Element and present a comprehensive system, correlated with the other General Plan elements, for the movement of people and goods in the City through the year 2000.

### STREET CLASSIFICATIONS AND DEFINITIONS

The General Plan classifies six (6) types of streets in South El Monte:

1. Freeways - A road serving high-speed traffic with no crossings interrupting the flow of traffic. The Pomona Freeway runs through the southern portion of the City, providing direct access to Los Angeles and the Greater Metropolitan Area.

2. Arterial Highways - A major street carrying the traffic of local and collector streets to and from freeways and other major streets, with controlled intersections and generally providing direct access to properties. The arterial highways in the City are:

   East-West:
   1. Garvey Boulevard

North-South:
1. Rosemead Boulevard
2. Santa Anita - Tyler Avenues
3. Peck-Durfee Road
4. Durfee Avenue north from Rush Street

3. Secondary Highways - A secondary highway collects and distributes traffic from arterial highways to residential collector streets or industrial collector streets and local streets and provides access to local traffic generators such as high schools, shopping centers and employment areas. The secondary highways in the City are:

East-West:
1. Rush Street

North-South:
1. Merced Avenue
2. Durfee Avenue south of the Pomona Freeway

4. Residential Collector Streets - those streets abutted by residential lots which now or are expected to in the future collect and distribute principally vehicular traffic from 200 to 800 dwelling units. In South El Monte, the following are residential collector streets:

North-South:
1. Chico Avenue north of Fern Street
2. Central Avenue from Tyler Avenue to north City limits
3. Parkway Drive north from Thienes Avenue to the north City limits

East-West:
1. Fern Street - Elliott Avenue from Merced Avenue to east City limits
2. Klingerman Street from Merced Avenue to Central Avenue
3. Slack Road from Tyler Avenue to Peck-Durfee Road
4. Thienes Avenue from Tyler Avenue to Parkway Drive

5. Industrial Collector Streets - those streets used to provide access to abutting industrial uses and which collects traffic from intersecting local industrial streets. The street must also have the ability to safely and efficiently accommodate high peak hour employee traffic.

North-South:
1. Loma Avenue from Fern Street to the south City limits
2. Chico Avenue from Fern Street to the south City limits
3. Potrero Avenue

East-West:
1. Fern Street from Loma Avenue to Chico Avenue
2. Klingerman Street from Loma Avenue to Merced Avenue
3. Vacco Street from Central Avenue to Santa Anita Avenue

6. Local Streets - Local streets are those elements of the circulation system that provide direct access to residential or other land uses. These streets should be designed and improved to discourage through traffic.

In 1979, the City Council, acting upon recommendation from the City's Traffic Engineer, adopted the following standards for right-of-way requirements and road widths:

Arterial Highways:
1. Right-of-Way: 100' to 120' or greater
2. Surface roadbed, including a minimum three feet (3') median, 84' to 100'

Secondary Highways:
1. Right-of-Way: 80' to 88' or greater
2. Surface roadbed: 64' to 68'

Residential Collector Streets:
1. Right of Way: 60'
2. Surface roadbed: 40'

Industrial Collector Streets:
1. Right-of-Way: 60'
2. Surface roadbed: 40'

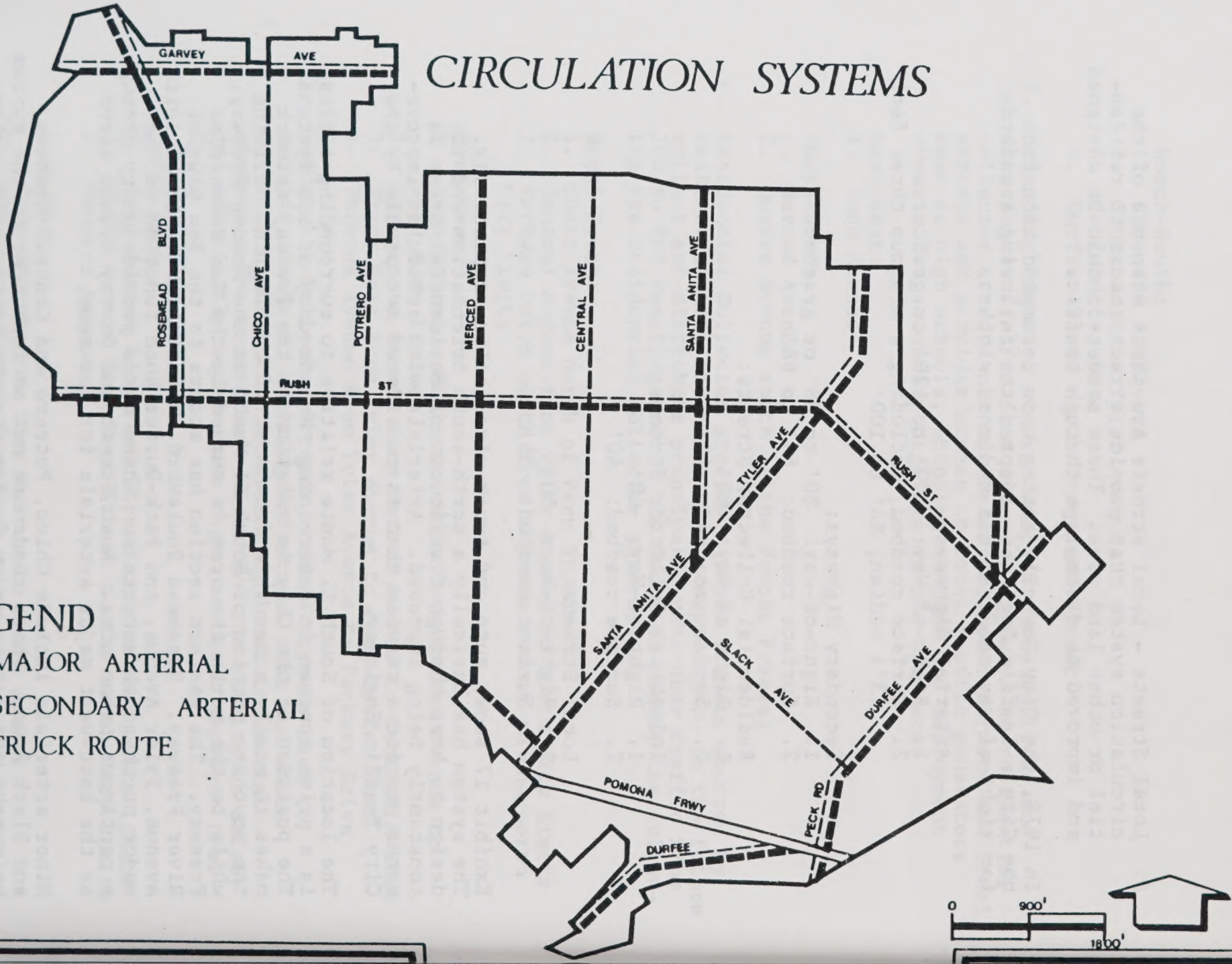
Local Streets:
1. Right-of-Way: 50'
2. Surface roadbed: 36'

Exhibit 17 shows auto and truck circulation respectively. The system has basically a north-south orientation and its design to keep through traffic out of residential areas is constantly being improved. Arterials with scheduled improvements provide a service that is considered acceptable by the City Traffic Engineer.

The location of South El Monte relative to surrounding cities is a prime concern in determining the adequacy of its systems. The position of the City in relation to the freeway network makes it easily accessible from most of the region. Slicing the southern portion of South El Monte is the Pomona Freeway, while to the north the area is served by the San Bernardino Freeway. The eastern section has access to the San Gabriel River Freeway. Rosemead Boulevard, Merced Avenue, Santa Anita Avenue, Tyler Avenue, and Peck-Durfee Road function as the major north-south arterials. These roads provide unity through a continous urban area. Rush Street and Garvey Avenue serve as the east-west major arterials for the area.

Minor arterials include Chico, Potrero and Central Avenues, and Slack Road. These roads are not as important in the system heirarchy and act as major feeder streets to the major arterials.

# CIRCULATION SYSTEMS



## CIRCULATION PLAN

The Circulation Element of the General Plan was amended in 1969 and 1970 to include a specific set of changes in the City's circulation system. Many of these recommendations have been acted upon and others have since been expanded or deleted. The following list of recommendations is an updated plan for changes in the City's circulation system and Exhibit 18 illustrates the recommendations.

1. Future street from Chico Avenue to Rosemead Boulevard--in line with Fern Street east of Chico Avenue.

2. Widening of Rush Street from Rosemead Boulevard west to Loma Avenue -- presently an 80 foot Right-of-Way -- recommended to a 100 foot Right-of-Way if a bridge is built and traffic volume warrants this action.

3. Klingerman Street -- Rosemead Boulevard to Central Avenue.

4. Factorial Way -- Chico Avenue to Potrero Avenue.

5. El Poche Street extension east off Chico Avenue to cul-de-sac.

6. Alpaca Street extension east to Potrero Avenue.

7. Alpaca Street east of Potrero Avenue to cul-de-sac.

8. Havenpark Avenue between Klingerman Street and Fern Street.

9. El Poche Street extension to Tyler Avenue from Santa Anita Avenue.

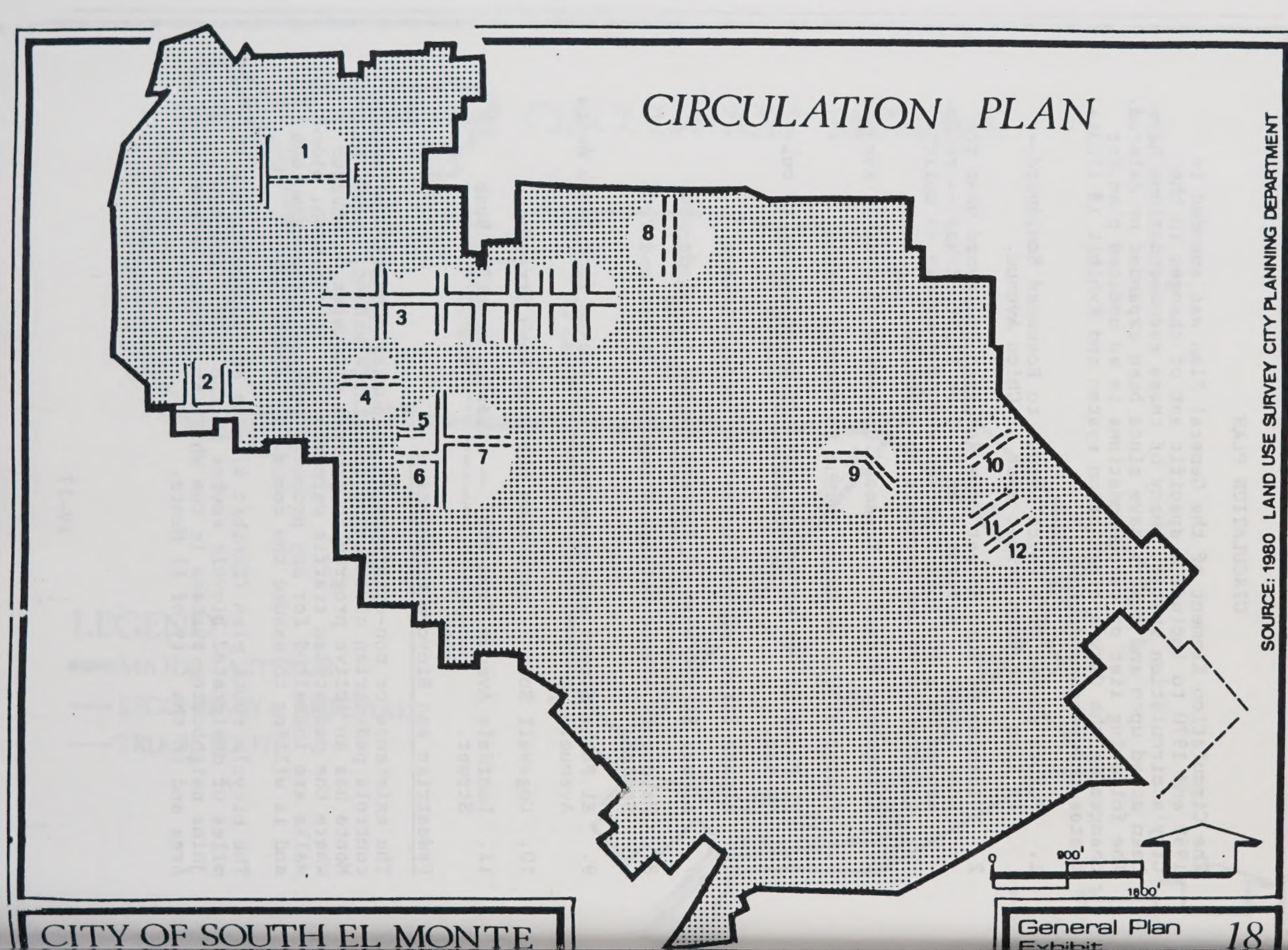
10. Cogswell Road -- extension north of Rush Street.

11. Leafdale Avenue from 600' -- widening south of Rush Street.

### Pedestrian and Bicycle Circulation

The existence or non-existence of sidewalks alongside streets controls pedestrian circulation to a large extent. South El Monte has an active program to provide sidewalks on streets where the pedestrian traffic warrants it. In addition, sidewalks are installed for any property owner who requests them and is willing to assume the costs.

The bicycle route plan (Exhibit 4) maps out approximately 11.5 miles of designated bicycle routes in the City. The route joins neighboring systems in the Whittier Narrows Recreation Area and in the City of El Monte.




CITY OF SOUTH EL MONTE

General Plan
Exhibit 18

## Public Transit

The Southern California Rapid Transit District serves South El Monte. Tables 5 and 6 help access the needs of people who rely on public transit. To meet the transportation needs of special groups such as the elderly and the handicapped, the City provides free rides up to a 20 mile radius in two (2) City-owned vans. These rides are provided at the request of a phone call at least 24 hours in advance.

TABLE 5
HOUSEHOLD TRANSPORTATION MODE

| Mode | Number of Households | Percent of Total |
|---|---|---|
| Private Car | 3,343 | 77% |
| Company Car | 63 | 1.4 |
| Taxi | 26 | .6 |
| Public Transit | 201 | 4.6 |
| Bicycle | 20 | .46 |
| Moped | 10 | .23 |
| Motorcycle | 9 | .21 |
| Truck or Van | 117 | 2.7 |
| Walk | 98 | 2.2 |
| Other | 453 | 10.6 |
| TOTALS | 4,340 | 100 |

Source: 1980 South El Monte Special Census

TABLE 6
NUMBER OF VEHICLES IN HOUSEHOLD

| | Number of Households | Percent of Total |
|---|---|---|
| No Vehicle | 431 | 10% |
| One | 1,597 | 37 |
| Two | 1,270 | 29 |
| Three | 434 | 10 |
| Four or more | 218 | 5 |
| No Response | 390 | 9 |
| TOTALS | 4,340 | 100 |

Source: 1980 South El Monte Special Census

## POLICY PROGRAM

To meet the goals of the Circulation Element, the City of South El Monte shall:

POLICY 1: CONTINUE TO INCREASE THE EFFICIENCY OF THE CIRCULATION SYSTEM TO ENHANCE SAFETY AND REDUCE CONFLICTS BETWEEN TRAFFIC AND COMMUNITY.

ACTION: Encourage improvements to major arterials as needed to maintain adequate capacity.

ACTION: Continue to coordinate street improvements in the Five-Year Capital Improvement Program with General Plan recommendations.

ACTION: Conduct traffic signal studies in the following locations to determine if an automatic traffic signal is necessary:

1. At the intersection of Merced Avenue and Klingerman Street,
2. At the intersection of Santa Anita Avenue and and Fern Street.

POLICY 2: CONTINUE TO ENSURE LOCAL BIKE ROUTES COMPLEMENT REGIONAL SYSTEMS AND TIE IN TO THE WHITTIER NARROWS RECREATION AREA.

POLICY 3: SUPPORT REGIONAL TRANSPORTATION PLANNING WITH THE APPROPRIATE GOVERNMENTAL AGENCIES TO ENSURE THE ADEQUACY OF THE SYSTEM TO HANDLE THE MOVEMENT OF PEOPLE AND GOODS RESULTING FROM POPULATION GROWTH, COMMERCE AND INDUSTRIAL DEVELOPMENT.

POLICY 4: ENCOURAGE GREATER USE OF PUBLIC TRANSIT AND CITY TRANSIT SERVICES.

POLICY 5: SUPPORT THE COORDINATION OF ELDERLY AND HANDICAPPED TRANSPORTATION SERVICES, AS APPROPRIATE, TO PROVIDE MORE EFFECTIVE, EFFICIENT AND ACCESSIBLE SERVICES.

POLICY 6: ENCOURAGE THE DEVELOPMENT OF AN IMPROVED PUBLIC TRANSPORTATION SYSTEM WITH THE SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD).

ACTION: Become involved in RTD's route evaluation program scheduled for 1982 in the West San Gabriel Valley.

ACTION: Encourage expansion of the local bus system to provide service to areas in excess of one-quarter (¼) mile from any public transportation.

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